





Pay: It's **3.5% in** stages

PAY FOR the Armed Forces is to rise by an average of just under 3.5 per cent in an award staged over nine months.

The 3.2 to 3.8 per cent rises recommended by the Armed Forces Pay Review Body have been accepted by the Govern-ment. However, in line with other public sector awards, the Government has decided on staged payment - an increase of between 2.2 and 2.8 per cent being paid from April 1, with a further one per cent from December 1.

When the award is complete, Royal Navy captains will receive between £133.37 and £163.51 a day depending on seniority, while ABs will get £36.10 (Scale B) to £38.42 (Scale A).

Charges up

The rises will be offset to some degree by a similarly staged increase of between ten and 25 per cent in Service family quarters charges to bring them more into line with civilian equivalents.

Other recommendations by the AFPRB include provision for an X-factor pay rise from 11.5 to 12 per cent, although there will be no such increase for the Reserves.

And there will be a leap in the basic rate of pay for work of an objectionable nature (PWON) from £2.29 a day to £4.

Rises in additional pay, diving and submarine pay. Long Service at Sea Bonus and separation allowance will be broadly in line - and staged - with the pay increase. The Reserve Forces length of service increment goes from 20p a day to 82p.

Frozen

In the case of separation 30-day much period for the first year and the need to re-qualify annually have been removed.

London pay will be frozen with a view to ending it next year. However, the Review Body has recommended that the Ministry of Defence should submit proposals this year for an alternative system.

Food charges will rise by 1.3 per cent, and new charges for single accommodation - which have now been separated from family quarters charges - range from a reduction of £22 a year for Grade 4 charges to a rise of £44 for senior officers.

Senior salaries, medical and dental officers will be subject to separate recommendations.

KIS R N G **D-AHE** ABOLITION of the

Brazen saves **30 boat people**

Royal Navy's most junior rank, and flexible pay scales with more emphasis on rewards for skills are among the main recommendations which have been agreed following a wide-ranging review of the structure of the Services.

Discussion is continuing on many of the 151 recommendations made by Sir Michael Bett in his Independent Review of the Armed Forces Manpower, Career and Remunizration Structures known as the Bett Review.

In a written answer to a Parliamentary question, Armed Forces Minister Nicholas Soames said a final announcement on the review recommendations would be made in the summer. However, con

Turn to back page

till value

RISING prices of paper mean that Navy News will cost you an extra 10p from next month - the first increase in the cover price for 15 months.

The newspaper of the Royal Navy still offers top value for money, as so many of our readers keep telling us.

And this year we are offering three free supplements with the main edispotlighting the new Clyde tion tion - spottigning the new cryst Naval Base (May); the RN-led Royal Tournament (July); and Naval avia-tion in the jet age (October).

 Subscription orders received before the end of this month will still be charged at the old rate of £12 for 12 issues or £33 for a three-year supply (overseas rates £15.50 and £39).

HMS BRAZEN has rescued 30 Albanian boat people from a sinking craft in the Adriatic.

FGI

The Type 22 frigate's Lynx heli-copter spotted a rigid inflatable adrift in bad weather 35 miles east of Brindisi.

"They were soaking wet and suffering from hypothermia and shock," Brazen's Flight **Commander Lt Rhett Hatcher told** Navy News.

"One of them spoke a little English and we discovered that three of their number had been lost overboard during the night after their engine had broken down 18 hours before. "Their boat was breaking up underneath them and they were hand baling to keep afloat.

The survivors, who included two The survivors, who included two young women and two children aged two and five, were given dry clothing, hot food and drink and medication before being trans-ferred to the Italian corvette Urania to be taken to Brindisi, It was believed that their boat had origi-naily set out from Viore in Albania. nally set out from Viore in Albania.

HMS Brazen has been on patrol on NATO duties in the Adriatic with the Standing Naval Force Mediterranean followed by a train-ing period in the Western editerranean.

. the two youngest of the Safe and sound . Albanian boat people tuck into "nutty" and biscuits on board HMS Brazen, pictured above on Adriatic patrol by CPO(PHOT) Chris North.

2 NAVY NEWS, MARCH 1996 Homes of 10 senior officers reduced in status

THE HOMES of ten senior Naval officers are among those that have lost their status as official Service residences (OSRs) following the results of a study into representational entertainment in the Armed Forces.

In all, 30 Service residences have been dropped from the list of 75 OSRs while three have been added. Four more will go over the next 18 months as posts laps

The recommendations by Sir Peter Cazalet, who conducted the study, were accepted by the Ministry of Defence in May. Since then MOD has been working to implement them.

Staff cut

The OSRs that are being downgraded include a vice admi-ral's residence in Middlesex; the homes of three rear admirals and a commodore in Hampshire; those of a vice admiral, captain and commodore in Devon, and two commodores' homes in Scotland.

The three which have acquired OSR status include vice admi-rals' residences in Naples and Avon

At the same time MOD has plans to more than halve the house staff available for senior officers, bringing the total num-ber down from 234 to 108 over the next 12 months.

Most of the holders of the downgraded residences will remain in their homes but will not be eligible for entertainment allowance, refurbishment allowance or domestic staff.

Supplementary support for official entertaining will be met through contract or pooled arrangements. The need for such entertainment and the resources to support it will be kept under

New Comms Centre at Northwood

A NEW communications centre has been opened at Northwood in preparation for the new Permanent Joint HQ.

The Commeen was opened by Col. Bill Lash RM, Assistant Chief of Staff (Comms and IS Policy) to C-in-C Fleet. The cen-tre will support the RN. RAF and NATO staffs at Northwood as well as units of the Fleet worldwide.

The Naval and RAF personnel who staff the facility will be joined by Army operators in April when the unit becomes tri-

Brave rescue of four in catamaran FOUR French people have been saved from their dismasted, drifting catamaran by the West Indies Guardship HMS FOUR French

Brave. It was the fourth incident involving the Type 22 frigate since she began her Caribbean duties in December. As reported in last month's Navy News, the warship has already chalked up two drug busts totalling £110 million worth of nar-cotics, and the rescue of six Jamaican fishermen from almost certain death in their disabled craft.

Brave's latest emergency came when she picked up a distress message from the catamaran Sun France after a large wave had snapped the boat's mainmast in winds of 30 knots.

The crew of two men and two women from Bordeaux



HMS Brave's boat apparoches the dismasted catamaran to save its French crew of four. had tried to head for land using their engine, but it had not worked and they were adrift, battered by 20ft The distress message was

picked up by Brave's officer of the watch, Lt Mervyn Williams, who calculated that the helpless catamaran was only 20 miles away. The frigate was on the scene in

an hour and Lt Justin Boorman, a fluent French speaker, was transferred to the damaged boat to assist the crew.

Soon they were trans-

ferred to the frigate and the catamaran was taken in tow to the island of St Martin.

HMS Brave has also received recognition for ear-lier achievements – namely the Empress of India Rosebowi and the Fleet Close-Range Trophy. The first was awarded for Exocet non-firing assessments in non-firing assessments in 1994-95, and the latter for the best close-range teams, covered firings, drills and standards in 1995.

The Close-Range Trophy takes the form of an award of £250 for members of the close-range gunnery teams to buy individually engraved tankards.

Both awards were presented during his visit to the ship by Flag Officer Surface Flotilla, Vice Admiral John Brigstocke, president of the Gunnery Officers Association.

Faslane debut as major sea-exercise centre CLYDE TAKES FOR THE first time in the his-CONTROL tory of Clyde Naval Base, warships and aircraft have been under the control of Faslane HQ in a major exercise off Scotland.

As Joint Maritime Course 961 began on February 19, more warships left Faslane together than ever before in the 30-year history of the base. In all, 17 surface ships, three submarines and up to 55 military aircraft were taking part in the two-week JMC.

In the past, courses have been conducted from Maritime HQ Pitreavie, but with the closure of Rosyth Naval Base and the transfer of Flag Officer Scotland, Northern England and Northern Ireland to Faslane, the thrice-a-year event will now be centred there.

Training staff

The exercise has been taking place in the Irish Sea, around the Hebrides and in sea training areas off Scotland's west coast. It was being controlled from Faslane's Maritime Operations Centre by the Joint Maritime Trom Fastane's Maritime Operations Centre by the Joint Maritime Operational Training Staff (JMOTS) normally based at RAF Turnhouse, near Edinburgh. Among the Royal Navy vessels tak-ing part have been Type 42 destroyers HMS Glasgow and Nottingham, the Type 22s HMS Battleaxe, Campbel-town and Sheffield, the Type 23 HMS

town and Sheffield, the Type 23 HMS Monmouth, HM submarine Talent and the minehunters HM ships Atherstone, Quorn, Sandown and Walney.

Other NATO warships involved include a US destroyer, two Spanish frigates, and a Norwegian and a Danish submarine.

Command of the Naval forces fell to Capt Roger Ainsley embarked in

HMS Beaver chops off miles as she returns through the Corinth Canal en route to her NATO

patrol area in the Adriatic. The Type 22 frigate is a member of the Standing Naval Force Atlantic undertaking Sharp Guard operations off former Yugoslavia.

As well as embargo tasks she has exercised in the lonian Sea, visited Greek and Italian ports and exer-cised with other STANAVFORLANT ships in the western Mediterranean.

Beaver, which has been away from her Devonport base since before Christmas, is due to return in May.

Marriage leavers right ends THE RIGHT to leave the

Navy on grounds of marriage is to be withdrawn from the only section of the RN community who have it - female ratings who are not liable for sea service.

It has been decided to withdraw the right as it is seen as inconsistent with laws on sex discrimination. Naval personnel affected are Servicewomen who joined before September 1, 1990 and who have not volunteered to go to sca.

The Chief of Staff to the Second Sea Lord has written to all female ratings who will lose the reserved right following notice of its withdrawal signalled by the Deputy Chief of the Defence Staff (Programmes and Personnel) on February 5.

Withdrawal is effective from March 8. The entitlement to give 18 months notice or to apply for release on compassionate or other grounds is not affected.

Model meeting

SMALL talk will be the main reason for an international get-together at the National Maritime Museum April 18-20.

The museum plans to bring together modelmakers, collectors, historians and conservators for a conference on Ship Models from the Great Age of Sail



PAPERS concerning a teenage midshipman sentenced to be hanged for alleged complicity in the Bounty mutiny are likely to fetch up to £6,000 when they come up for auction this month.

Letters and poems by and about Peter Heywood chronicle the reactions of himself, his family and friends - and Capt Bligh to his 1792 court martial conviction for mutiny.

Although the 15-yearold was damned by Bligh as "of the blackest dye", it was seems Heywood wrongly convicted and his own letters are an eloquent testimony to his sense of injustice.

Following a campaign by his sister he was pardoned and remained in the Service to rise to the rank of captain.

The papers come under the hammer at Bonhams on March 20.

of Defence to investigate the health of Gulf War veterans. lished on completion of the work. The wider research has been ordered amid the continuin 000

'Gulf syndrome'

probe ordered

A TEAM of medical experts have been commissioned by the Ministry

cern by some personnel that their current illnesses are due to the effects of "Gulf War Syndrome". Announcing the investigation, Armed Forces Minister Nicholas Soames said it would be carried out by eminent specialists in the fields of toxicology, immunology, tropical diseases, epidemiology and birth defects.

He said the experts agreed that so far there is no evidence to indicate the existence of a unique illness associated with service in the Gulf.

The next stage of research will find out whether there is a higher rate of illness among Gulf veterans and whether there is a greater prevalence of birth defects among their children. Results will be pub-

The Ministry will also be commissioning research into alleged causes of Gulf-related illness, including the possibility of interaction between the vaccinations received by Service personnel and nerve agents taken for protection against the threat of chemical attack.

Mr Soames said MOD was encouraging serving and ex-serving personnel to come forward for issessment if they were concerned about their health as a result of Gulf service.

 The Royal British Legion, which has campaigned for a wider medical investigation, has welcomed the announcement, but says results would be achieved faster if Britain joined a large-scale study already under way in the USA.

Beaver goes back on the straight and narrow

Dangerous days Air Marshal for Culdrose SAR crews

THE LIVES of four Belgian trawlermen were saved by a Navy rescue helicopter during a hazardous operation in which there were fears at one stage that the aircraft winch wire was about to break.

Braving rough scas, winds of 55 knots and weatherinduced mishap, the Sea King crew from RN air station Culdrose nevertheless plucked the men from their wave-battered liferaft and

flew them to safety. The feat came days after another aircrewman from Culdrose had left the comparative safety of his winchwire to jump into the sea to save the life of a drowning man.

The Belgians, including a father and two sons, abandoned their sinking, 90ft vessel about 40 miles off Newquay. The Sea King, of 771 Naval Air Squadron, was scrambled at 5 am and by the time it reached the scene 45 minuted later, the trawler had sunk.

Heavy sea

In atrocious weather, the commander of the aircraft, Lt Brian Nicholas, passed flying control to the observer, Lt Chuck Norris, in the rear of the aircraft. Using a special joystick control, Lt Norris was better positioned to manoeuvre the beliconter over the raft while helicopter over the raft while LACMN Rob McKee lowered POACMN Phil Warrington on the winch wire.

Two men in the raft were lifted off without incident, then the last two men were winched up together because of fears that the wind and sea might tip over the liferaft if just one man was left in it.

As they were being brought up the heavy sea conditions caused the wire to catch on the plate on the aircraft, bending it and causing the wire to drop 3ft.

"My initial thought was that the winch was going to part company," said PO Warrington. "There was a stressed motor on the winch and it packed up for a while. Eventually L1 Norris and Rob McKee helped to pull the winch up.

Hypothermia

Two of the fishermen had minor injuries and all were suf-fering from shock and mild hypothermia. They were flown to Treliske Hospital, Truro.

The earlier incident hap-pened when 47-year-old photog-rapher Lionel Coates had been swept 100yds out to sea by a huge wave while taking pictures on the beach at Porthleyen, Commail A masser by deted Cornwall, A passer-by alerted the Coastguard who then scrambled the search and rescue helicopter from Culdrose.

ess than 20 minutes later the Sea King was on the scene .

"I jumped into the water because the casuality's head was going underwater and speed was of the essence," said CPOACMN (Diver) Dave Wallace. "Being free of the winchwire also gave me much greater manoeuvrability."

Regardless of the icy water and large swell, he was able to partially deflate his lifejacket to wim behind Mr Coates who was 6ft tall and weighed more than 16 stone. From that angle he was able to put the strop around him

Mr Coates was also flown to Treliske Hospital where he was treated for hypothermia.



quarters have been sold to two housing associa-tions acting on behalf of Plymouth City Council. The 147 properties on the Furse Park estate at Barne Barton are empty and surplus to require-ments. Manager of the Defence Housing Estate in Plymouth, Lt Col Ronald Overd, said the sale conditions include nominating rights, which means that any home-less ex-Service people nominated in the area by the DHE, would be housed by the city coun-

Twitchers reach gold

THIS YEAR sees the 50th anniversary of the RN Bird Watching Society. The Society, which started recording sightings during ocean voyages and visits in 1946, has

now grown into a highly respected organisation. Contributing to knowledge of the environment by offering seafarets the oppurtunity to include their records. The society now includes navies and merchant services worldwide. And a Commander in the Romanian Navy joined during 1995.

The RNBWS annual jour-'Sea Swallow,' nal. which includes records from it's members, will this year be launched by the society's Patron, HRH The Duke of Edinburgh, at a Jubilee AGM at the Royal Geographical Society in London, on 6th December, Dere is a special using for the There is a special prize for the best article from a new contributor to the journal.

New members are always welcome, and further details are available from, the Hon Secretary, Col Peter Smith RM, at 19, Downlands Way, South Wonston, Winchester, Hants, SO21 3HS.



Namesake ships visiting

HMS Glasgow paid a fsix.-day returned from a six month patrol in the Adriatic. visit last month, having lately

Meanwhile HMS Edinburgh was rededicated in Portsmouth after a

She has now sailed for a period of operations that will include a visit major refit in Rosyth followed by to Edinburgh before she sails for trials in the Channel exercise

arcas. Guest of honour at the ceremony.

Type 21s remembered

was Mrs Anne Heseltine, who

launched the ship at Birkenhead in

the Gulf to take part in the

Armilla Patrol.

A WREATH is laid from HMS Westminster in Falkland Sound over the wreck of HMS Ardent – by CPO Ian Turner, the Ardent's helicopter controller when she was sunk on the first day of the amphibious landings there, 21 May 1982. Divers from HMS Westminster also replaced the White Ensign on the wreck of the other Type 21 frigate lost in the conflict, HMS Anteleon

Antelope.

takes flight in Trenchant

TAKING a steady hold on the hand-rail on HMS Trenchant's fin is Air Marshal Peter Squire, Deputy Chief of Defence Staff, Personnel and Programmes, who paid a visit to the submarine at sea.

Accompanied by Capt Alistair Lyail, Captain of the Second Submarine Squadron, and welcomed on board by the CO, Cdr David Humphrey, the Air Marshal was given a com-

prehensive tour of the boat and fully briefed on her operation by com-partment watchkeepers. He was particularly interested in the weapon stowage compartment,

the weapon discharge system and the complexi-ty of attacks with either torpedoes or the Royal Naval Sub Harpoon mis-siles. Later the opera-tions team demonstrated both Tigerfish and Sub Harpoon tactics in even

both Tigerlish and Sub Harpoon tactics in exer-cise attacks against sim-ulated targets. A highly experienced fiyer, the Air Marshal was delighted to be given the chance to steer the 5,000-tonne submarine, and his prowess at the helm tend-ed to confirm that the ed to confirm that the motion of a dived subma-rine is much the same as that of an aircraft in flight



POLISH Navy Training Ship Orp Iskra visited Portsmouth last month, three days late after battling from the Azores against contrary winds.

0 0 0

HMS SULTAN Theatre Club's James Bond spoof 'Never Say Never... Ever!' runs from 11-13 March at 7.30p.m.

0 0 0

HMS OSPREY has received this year's "Power for Efficiency and Productivity" award pre-sented from Southern Electric PLC for conservation measures undertaken in 1994.

0 0 0

'SHIPMATES o' Mine', an evening of sea songs and maritime music, will be held Historic Chatham Dockyard Church on April 27 at 7.30a.m.Tickets £8 from Jenny Hope, tel 01634 Jenny 812551.

0 0 0

THE PLAIN English Campaign is inviting entries for its 'Inside Write Awards' given to the clearest internal Government document. Entries by RN personnel or civil servants to Jackie Savage, OMD 6, Room 613, Northumberland House, London WC2N 5BP by May 8.

0 0 0

THE WATERFRONT Store on Coaling Pier in Portland Naval Base has closed after serving visiting ships since 1974 now that Naval Stiores Support for the area has passed to the Naval Air Station.

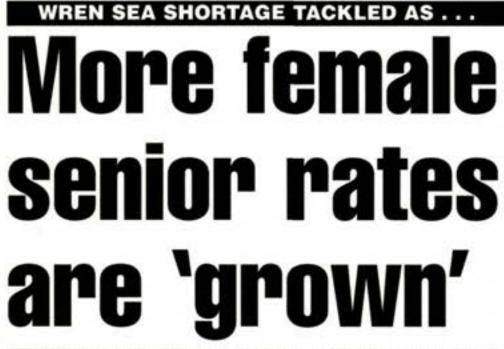
Seamen unite in Victory

A NEW association has been formed for past and present members of the Royal Navy Seaman Branch following a social evening on board HMS Victory. Aim of the Seaman Specialist

Comrades Association is to hold bi-annual reunions to maintain continuity between serving and retired members. (See contact numbers and details of next reunion on page 22).



Drafty... Womens Sea Service Co-ordination



WITHOUT discrimination, it is once again time to turn Drafty's attention principally to 'women only' matters.

So what does Women's Sea Service Co-ordination actually involve?

Well, there are two facets to the job, firstly that of being responsible for ensuring that the Fleet is manned with the most effective mix of appropriately trained male and female ratings and secondly, to be the main point of contact for information regarding the rules and regula-tions and entitlement to maternity leave and allowances.

The first part of the job requires WSSC to liaise with other drafting sections to make sure that when women are due to be relieved at sea there is suitable relief and that accommodation will be available.

There may be occasions when a female is being sent to sea in a particular billet for the first time

NAVY NEWS, HMS

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WSSC is Lt Cdr Bob Carr on Centurion extension 2648

and this will require liaison with the the ship to ensure the indi-vidual can be fitted-in. This is particularly true of artificers who ideally need to serve on the same ship throughout their training and thereffore need to be able to serve on board as junior and senior rates.

Early days

Many of you will be aware that we still have too few female senior rates at sea. We are 'growing' more, particularly in the technical branches, but it is still relatively early days yet for those who joined with a sea liability to have been advanced to Petty Officer.

Build an exciting and

interesting collection of photographs of ships of the Royal

Navy

THIS MONTH'S **ATURED SHIP IS HMS**

HECLA AN OCEAN SURVEY VESSEL

1 year's

subscription

ONLY £10.50

The termoil of redundancy is now about half way through. This has been an additional turbulence factor but we continue to maintain just under 600 sea-going billets for females with Grafton and Somerset the latest to have women on board.

The inflexible accommodation in our current class of ships means that the balance between male and female numbers in different branches is one which has to be managed carefully and con-strains Drafty in his daily juggling act.

No apologies for reiterating some of the rules and regualtions and in some cases teaching Granny etc., etc... Despite what the old dinosaur apparently still thinks, Servicewomen who become pregnant are not required to leave the Service, nothing could be further from the truth

It is the woman's duty to ensure that her Commanding officer is aware at the earliest opportunity that she is pregnant, thus allowing the Navy to make all necessary provisions for her health and safety.

Danger

Working in ships can be a danerous business and once you know you are pregnant you should not work or go on board ship

Please remember that it is our duty - in law - to make sure that your employer knows when you are pregnant, it is only then that the MOD can take the necessary precautions to protect you and your child.

A pregnant Servicewoman is entitled to continue working right until the week that her baby is due and where she is unable (for health or safety reasons) to work in her normal environment alternative employment will be found.

Only in very exceptional circumstances and where suitable alternative employment of any kind cannot be found, may a Servicewoman be sent on leave



STILL

SHIP OF THE

MONTH

POSTCARD SUBSCRIPTION



(MOD approval is required.)

ple, you may leave the Service or you may have your baby and

Rules

simple, the rules are more com-

However, while the choice is

The Release Centres at HMS

Nelson, HMS Drake and HMS

return to work.

What options are available when you find that you are preg-nant and this pregnancy has been confirmed? The choices are sim-

available if necessary. He may not know the answer but he will

know someone who does! A word of caution. You should be aware that in choosing to return to work you must meet all the requirements of service life, including duties, being drafted non preference (when necessary) and to be drafted to sea if you are liable for, and due, sea service.

Many of those in branches in which time ashore is short may find themselves at, or close to, the top of the sea roster.

You will recieve your entitlement to drafting notice, but in planning your return to work you should take note of this and ensure that all the necessary child care arrangements are in place well before you are due to join your ship.

You should also remember that in the build-up period to seatime you may have to undergo some PJTs.

The planned Joint Service DCI giving general publication of the information is still awaited and has again been reviewed to ensure commonality and equality of treatment across the three Services; an issue date is not yet available.

Contact point

Only one, and in the chair since June last year when Lt Cdr Bale travelled north to be the harbourmaster at Scrabster, WSSC is now Lt Cdr Bob Carr on Centurion ext 2648 – there is an answerphone attached to this extension so please feel free to leave a message.

CAPTAIN o-Milli PREGNNNT? WRENS MUS TELL COS 棚 ASAP! 1-4144

Home celebrates 80th anniversary

PRINCESS Alexandra and Dame Vera Lynn were among 500 guests at a prestigious reception at Mansion House to mark the 80th anniversary of the Royal Star and Garter home for disabled sailors, soldiers and airmen.

The Princess, who is President of the Home and Patron of ueon Alexandra's Royal Naval Nursing Service, was accom-Queen panled by Sir Angus Ogilvy.

The home's Chairman, Sir John Stibbon, spoke about the history home at Richmond, Surrey, and emphasised the con-tinuing need for the special care it provided.

Falklands veteran Simon Weston also spoke, thanking the many supporters and volunteers who did so much to keep the home going.



Dame Vera Lynn with Princess Alexandra at the reception

Neptune (who are the designated units for maternity leave arrangements) have at least one individual who has an in-depth knowl-edge of maternity leave rules and you should seek advice from your nearest centre.

plicated.

WSSC is, however, always



Pennant no: A133. Length: 260ft. Beam: 49ft. Draught: 16ft. Displacement: 2,733 tons. Cruising speed: In excess of 12 knots. excess of 12 knots. Operating range: 12,000 miles. Ship's company: 121, including 13 officers. Armament: 2 Oerlikon 20mm guns. Aircraft: One Westlend Luce HAS 2 con Westland Lynx HAS 3 can be carried. Motto: De Fumo in Flammam - From smoke to flame. Badge: Four red flames on a black ground.

HISTORY OF DARING AND FORTITUDE

NAMED after a volcano in Iceland, the first HMS Hecla was a bomb vessel commissioned in 1798 She was at Copenhagen in 1801 as part of Nelson's force and gained a Battle Honour.

A second bomb vessel followed in the name in 1815. After the Napoleonic Wars she was converted for surveying duties and became the flagship of Cdr William Edward Parry during his search for the Northwest Passage.

Her epic voyages included an almost successful attempt to reach the North Pole in 1827 -the final trek over the ice by sledge failed - and the first passage west of 110 degrees west, for which the ship's company received £5,000. She was the first RN vessel to overwinter in the Arcti

Third ship of the name was a six-gun paddle sloop. As a mem-ber of the Baltic Fleet she took part in the bombardment of the fortress at Bormarsund in 1854.

First issue

During this action acting Mate Charles Lucas won the first Victoria Cross to be awarded for his bravery in throwing a live shell overboard, and thus preventing considerable loss of life. Lucas, who went on to reach the rank of Rear Admiral, was later to lose his medals in a train, but he bought replacements, which are displayed in the National Maritime Museum.

Capt Arthur Knyvet Wilson -who was First Sea Lord 1909-1912 - commanded the fourth Hecla, a former merchantman converted to a torpedo depot ship in 1878.

Spectator

In 1883 some of Hecla's ship's company formed a Naval briga to support the Army at the Battle of El Teb. Wilson, officially a spectator, took the place of a fall-en Army officer and fought to such effect that he was awarded the Victoria Cross, one of the few Naval VCs to be won in a land battle.

During the Second World War a 12,000-ton depot ship bore the name Hecla. Built by J. Brown, Clydebank, she was launched in March 1940. On the night of November 11, 1942, en route to Gibraltar, she was struck by two torpedoes. Early the next morning she was attacked again, virtually scaling her fate.

The ship's company were in the process of abandoning ship assisted by HMS Marne when both vessels were hit by further

torpedoes. Hecla sank and Marne had her stern blown off, but she stayed afloat and, with HMS Ven-omous, which fought off U-boat attacks, continued to pick up survivors throughout the night. Of the 838 persons on board Hecla, 547 were rescued.

Survivors

Some of those survivors were among a party from the HMS Hecla (1940-1942) Survivors' Hecla Association to pay a visit recently to the latest ship of the name.

A repair ship built by Bethlehem, Fairfield, USA, was to follow in the name Hecla. She was launched in July 1944 for the Royal Navy, but actually retained





THIS month HMS Hecla will deploy to the Indian Ocean for her final major survey before decommissioning after 31 years of active service.

Apart from the Royal Yacht Britannia, she is the longest serving operational ship in the Fleet.

HMS Hecla, built by Yarrow Shipbuilders at Blythswood, was the first of a class of four ocean survey vessels - only she and HMS Herald remain in Royal Navy service. She was launched in December 1964 and complet-ed the following September. Hecla's task is to conduct

bathymetric and geophysical surveys in sparsely surveyed areas of the world in support of a quest to map the sea floor accurately and increase our knowledge of the world's major oceans.

She and her sister vessel, launched ten years later, are fit-ted with a sophisticated real-time automated data logging system which records and plots depth, gravity and magnetic parameters against time. When out of range of shore-based position-fixing equipments, satellite and inertial

navigation systems are used. A range of digital echo sounders is fitted and the towed, high-definition sidescan sonar will detect dangers out to 300 metres from the ship, giving full seabed coverage. The ships have wet and dry

laboratories, oceanographic win-

ches and two nine-metre surveying boats. All instruments, position-fixing systems and echosounders are calibrated before surveying commences and are checked as the round-the-clock surveying progresses.

Hecla is propelled by a diesel electric system using three Paxman diesels and two electric motors, giving her a maximum speed of 13 knots. Single screw, the ship has a bow thrust unit for-ward for added manocuvrability.

Million miles

Since launching Hecla has conducted bathymetric and oceanographic surveys in the North and South Atlantic, West Indies, the Gulf and, most recently, the Indian Ocean. Last May she clocked up her millionth nautical mile.

In her time Hecla has been converted as a hospital ship and into a Command ship for mine countermeasures operations. In mid-April 1982 she received

orders in Gibraltar to prepare as a casualty evacuation ferry and sail for the Falkland Islands.

Six days later, having completed routine maintenance, installed a satellite communication system, embarked a Wasp helicopter and crew, landed quantities of stores to free space as emergency living quarters, embarked addi tional medical personnel and stores, and undergone a paint job to provide the necessary red crosses on a white background, Heela sailed from the Rock.

Now a hospital ship under the terms of the Geneva Convention, she flew the Red Cross flag at the masthead and the Union Flag in

place of the White Ensign. Heela headed south at full speed to join the main hospital ship, converted school cruise ves sel ss Uganda, which had a large team of RN doctors, medical ratings and Queen Alexandra's Royal Naval Nursing Service nurses on board. HM ships Hydra and Herald completed the Red Cross Squadron

Hecla, Hydra and Herald carried those fit enough to be moved from ss Uganda to Montevideo for repatriation by RAF VC10s equipped as air ambulances.

Heela made three such trips, transporting, among others, Welsh Guardsmen burnt in the bombia of RFA Sir Galahad Royal Marines and soldiers of the Parachute Regiment injured during the advance from San Carlos, and 24 Argentinians.

Crash course

Her ship's company, having had a crash course in first aid and nursing, helped where they could to make the four or five-day transfer easier for the wounded. Their messdecks converted into wards, they slept in storerooms, offices and other spaces.

With that episode nearly a decade behind her, Hecla sailed from Devonport in January 1991 to take over from HMS Herald in the Gulf as MCM command and support ship to the vessels of the Second Mine Counter-mea-

sures Squadron. Rendezvousing with Herald just as the liberation of Kuwait was complete, Hecla's role as command unit saw her survey chartroom converted into an MCM operations room and the ship's company closely involved what became the largest mine clearance operation since the Second World War.

They were tasked with provid-ing the latest information at daily briefs on weather, engineering and logistics.

In her support role Hecla was vital mother ship, allowing the MCMVs to come alongside for refueling and restocking, and enabling their ship's companies to make the most of their wellcarned stand-offs.

By the end of July, with over 1,200 mines destroyed and a chart of cleared areas produced to 95 per cent accuracy, Hecla could return home with the distinction of being the last British warship involved in the Gulf War to leave the Persian Gulf. She reached Devonport after 251

days away. Following her final surveying operation in the Indian Ocean HMS Hecla is due to be decommissioned in January 1997. She will be replaced by the 13,000-ton HMS Scott, the biggest and most sophisticated survey ship ever built for the Royal Navy, which is scheduled to join the Fleet at the end of next year.



A depot ship launched in 1940, the wartime HMS Hecla was sunk by U-boat torpedoes in 1942.

by the US Navy as the Xanthus. The seven Battle Honours awarded to HM ships Hecla are Copenhagen 1801, Algiers 1816, Baltic 1854, Alexandria 1882, Falklands 1982, Kuwait 1991 and Persian Gulf 1991.

Postcards of our Ships of the Roya Navy are available at 65p each (mini-mum order C1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards costs £7 and a standing order for the supply of each of 12 cards on publication costs £10.50, or £12.50 overseas. Prices include postage and packing, and orders will be dispatched on receipt of stamps, pos cheque or credit card details. Our post card series began in 1956.

NAVY NEWS, MARCH 1996 5

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Recruiting – a major force in

THE NAVY's current recruiting drive through Jobcentres makes quite a contrast with the techniques my father employed in Cambridge back in the 1920s

Major Harry Fleming ,RM's area as Recruiting Officer cov-ered most of East Anglia - but the men were examined and recruited at our own home, which was a very small terraced house.

On the ground floor was the front room with piano and wind-up gramophone and behind this a middle room which my father used as his office. His desk was a barrack room

on two iron trestles. The table whole lot, ink wells and all, would go down easily if you leaned on one end.

There were two boards on the front of the house, displaying pictures of ships and sailors. My father used to help the men all he could to pass their examina-

so much so that I often won-Dion dered if he was working on commission

In one test he would remove a cloth from his desk to reveal a number of objects – a key, pen, coin, matches etc. – which he would then cover again and ask the lad to write down as many as he could remember.

If he did not do very well, my father would uncover the articles again and say "Have another go, MAND.

He tested the candidates' eyesight in the garden. He would hold up the card with the letters on and the man would cover up one eye at a time and read them off. If he had trouble with the bottom line,

the 1920s father would walk a few feet clos-

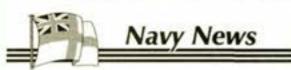
er: "Try again, son." When measuring a man's height, if he was on the short side When



Major Harry Fleming, RM

he would fix the bar at the minimum height and bend it down hard to touch the top of his head saying:"There you are, you can feel that, can't you?"

He used to talk about getting up early in the morning as if it were the most important thing in the world. What he didn't tell people was that he also went to bed for a



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nap in the afternoon, lying on the bed with the Daily Telegraph over his face. I often had the unenviable task of waking him up when a candidate called. I'd run up the stairs, knock on his door and shout: "Wake up, Dad - there's a

man come to join the Navy!" The house was run like a ship. Everything had to be spot on. He used to keep his cigarettes on the corner of the shelf, exactly half an inch away from the edge. If they were slightly moved, he wanted to know who did it and expected an explanation.

A man in uniform in Cambridge then was an unusual sight and he became a well-known figure, always known as "the Major". He always carried a black stick with a silver knob handle and when crossing the road would not stop for the traffic. He would hold the stick up and walk straight across and it

iven a smart office in the centre of Cambridge, he was replaced by a younger man. He became Landlord of the Sun Inn at Waterbeach and finally Head Lodge Porter at Jesus College. C.Fleming, Sandown, IOW.

Asking for a miracle

I AM a psychologist and former teacher and the author of several books on family bonds, maternal instinct and bereavement.

MPC

I am now writing a book on miracles.I have in the past come across some amazing stories of sailors who have escaped almost certain death by what seems to be almost divine intervention as well as tales of sailors who appear at the point of death at a relation's bedside hundreds of miles away.

I would be grateful for any stories of this kind to reach me by the end of this month. Cassandra Eason, Fairhaven, Blackridge Rd, Freshwater Bay,

Incidental error

I HAVE to take issue with you concerning the item "Strike up the Band" (January issue).

No-one from the Royal Marines Band Service has ever been awarded the Distinguished Service Cross, although a number have been awarded the DSM.

I believe I am correct in stat-ing that Bandmaster Fred Harwood of HMS London was the last to receive it, for services connected with the Yangste Incident in 1949.

Not being a commissioned officer, Fred could not have been eligible for the DSC. - Capt T. Freestone,RM, Canterbury.



YOUR centre page heading 'Power for Peace' last month

visiting Vis in May to pay our

clearly revived memories of the commitment of British Naval forces in that area of the Adriatic forces in this ago, some 50 years ago. The island of Vis being the base from which main base from which Commando and RN operations were launched, it was with sincere gratitude to read of the visit by Gen David Pennefather to honour those who died in the campaign of 1944/45. Coastal Forces and Commando veterans will also be

tribute to their memory. P.Bickmore, Romford.

Nearly a brush with the Chinese

REGARDING Lt Cdr Brian Witts' piece on badges and crests (December issue), I don't think the Ships Naming Committee was involved in this one. any pigs' bristles. - W.Kirby, Kings Lynn.

1946 September HMLCI(L)12 was commissioned at Hong Kong. Officially we were going on a secret mission to Chungking to assist General Chiang Kai-shek, the Chinese Nationalist leader to move his Government seat to Nanking because of the threat from Communist forces.

However, as a cover a press release was issued stating that we were going to a village called I Chang on the Yangtse River to collect pigs' bristles. Appartently the Navy used to produce its own shaving brushes using these! To give weight to this story,

the craft was named Tai So, roughly translated as "To Shave" or "Shave Off", and a crest was made consisting of a shaving brush floating in the sea sur-rounded by four barber's poles. Unfortunately we broke down

while navigating the infamous Yangtse gorges and never com-pleted our journey nor collected

LETTERS to the Editor should always be accom-panied by the correspondent's name and address, necessarily not 10 publication.

duds SO H.W.J.Caten's woolly pully

Die-hard

is still going strong (January issue). Do I hear you say "they don't make 'em like that any-more? Then try this for size. I still have two Pusser's Guernseys, issued to me as a sea-

man in 1942, and with the exception of one small moth hole in one, they are still in excellent condition and delying east winds with contempt.

Perhaps I had better not say anything about the duffelcoat I acquired in post-King Alfred service or the codline that secures it round my waist in the January snow - they were vintage Pusser's. - Lt Cdr R.Bassett, Gravesend.

1 TOO was issued with a woolly pully, which was part of my D.R. kit, sadly long gone.

But I was also issued with a pair of "long johns" made of the same woollen knit. Very protective in a very cold climate - but needless to say I never wore them out! - Iris Hale, Spalding.





Collingwood the

better man?

THERE SEEMS to be a widespread opinion that Admiral Nelson

could do no wrong, to judge from recent articles in Navy News. After much study I conclude that Admiral Collingwood, his second-in-command at Trafalgar, was the better admiral. He is reputed to have served five years at sea for the benefit of our country after Nelson's death without ever going ashore and died of overwork at sea while in command of the Fleet.

He did not have the pleasure in these latter years of seeing his children but was happily married at death - and faithful. -

P.Cocker, Cleveleys. • Cuthbert Collingwood, from the Howard portrait .

BIG GUNS FOR TEXAS AT SALERNO

THE MONITOR in last month's Picture Puzzle could well be HMS Roberts, which was a sister ship of HMS Abercrombie.

I took this photograph of the latter on D-Day Salerno 9/10 September 1943. This was in the American sector and Abercromble is firing in support of the 36th Texas Division .

On this occasion I had ten crew of a Landing Craft Support - eight Royal Marines and two Naval ratings. We had a fierce battle with a German four-barrelled 20mm gun but we managed to knock it out and open the beach. Two of my crew were awarded DSMs.

Shortly after I took this photograph HMS Abercrombie was mined. -H.M.Irwin, Newcastle Upon Tyne.

Too busy gassing

REGARDING last month's letter about differing Service gas masks, early in 1942 I was a Combined Ops AB returning to the landing craft base at Troon.

On the packed train I got pretty chummy with a comely ATS girl who got off at Crewe. Later, on parade in HMS Dundonald, the order was given to don gas masks.

I found the friendly young female squaddie and I had inad-vertantly exchanged gas masks. To wear hers, with the shorter Army issue breathing tube, meant I was bent over like Quasimodo, but I got away with

The gas mask went with me through several major landings in the Med, D-Day and Far East service, a souvenir of a train journey to remember. D.Satherley, Warwick.

Cut down to size?

IN THE January issue I read that AB Matthew Jones of HMS Southampton had returned from a deployment having lost more than a fifth of his 22 stone weight.

I commend his weight loss and congratulate him on raising £1,300 for a child suffering from cerebral palsy.

However, anyone who weighs 22 stone can only be described as obese and this is a disgrace to the Service in these days of health and fitness. - Ex MAA G.Painter, Sydenham.



WHAT resounding news that Admiralty Arch is not being flogged off after all.

big shock.

sphere.

Portsmouth.

in her.

marines.

Lambeth Walk was completely bombed out. My family survived,

but I could not get my run ashore

until the 20th and it came as a

I helped defend it as a 20-year-old. - Bill Harlowe, Byfleet.

Churchill

not lent

HMS CHURCHILL was not

obtained under lease-lend terms (January issue). She was one of

30 old USN destroyers obtained

in exchange for US use of British bases in the Western hemi-

Under this agreement, these vessels passed into British own-ership. Warships acquired under

lease lend terms remained the property of the US Navy and the surviving vessels were hand-ed back to the United States at

the end of the war. - K.Clabon,

THE ARTICLE on the wartime

HMS Churchill had a particular

point of interest for us in that one of our life members served

Harold Deardon also had a distinguished career in sub-

J.Pennington,

Leave Admiralty Arch alone -

It belongs to the people of Great Britain, a part of our heritage.

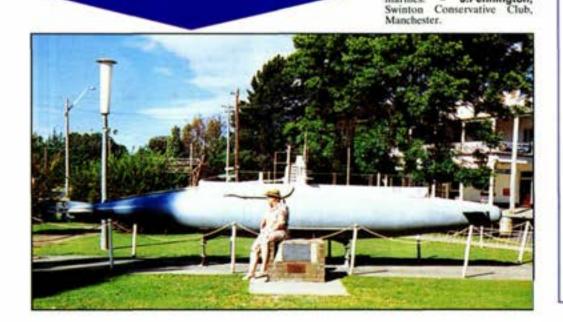
I can proudly say I was part of the Royal Marines Guard at the Admiralty in 1940 in four sandbag positions - at the entrance to Spring Gardens; the courtyard, Whitehall entrance; Horseguards Parade diagonally facing the Brigade of Guards memorial; and on top of the Arch itself, where we kept watch for parachuting Germans and incendiaries.

The most anxious time was when the whole of Whitehall was at stand to, from 13-19 September 1940, when Hitler said he would be marching through the Arch to Buckingham Palace.

On 17 September my home in

LAST month's article about Cdr Norman Holbrook, the first submariner VC, brought back memories of a visit to our daughter and family in New South Wales in 1990.

I took this photograph of a model of B11 which com-memorates Holbrook at Holbrook, Holbrookshire, NSW – the name of the town was changed in his hon-our from Germantown. – W.G.Ellis, Goole.







I WAS sadly disappoint-ed to read in the report of the naming of 'Thrasher', the new submarine train-er at HMS Drake, that the names of the other five names of the other five members of HMS members of HMS Thrasher's first patrol crew were not mentioned came to support their old

J.Dwyer, D.Sourbutts and myself. – P.Smith, Devizes.

word "Ensign". I have always understood that it is the "White Ens'n" that is flown by HM ships while the often used word "ensign" (ensine) is a military rank.

Letters

Sounding of

OVER recent years I have noticed with some amusement and regret the mispronunciation by TV and radio reporters of the

The mind boggles at the thought of a whitefaced Second Licutenant being hoisted at sun-rise and hauled down at sunset. -Rev H.A.R.Edgell, Norwich.

Vets will visit Vis

YOUR centre page heading 'Power for Peace' last month 'Power for Peace'

clearly revived memories of the commitment of British Naval forces in that area of the Adriatic

some 50 years ago. The island of Vis being the main base from which Commando and RN operations were launched, it was with sincere gratitude to read of the visit by Gen David Pennefather to honour those who died in the campaign of 1944/45.

Forces Coastal and Commando veterans will also be visiting Vis in May to pay our tribute to their memory. P.Bickmore, Chairman, Coastal Forces Veterans Association, Romford.

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as attending along with our second cox'n who skipper. They were Admiral lan Macintosh, who was our First Lieutenant, L.Hone,

LAWS ARE OUT FOR THE EDITOR OF NAVY NEWS



A PRINTED retraction or else the claws stay out, threatened the anonymous letter complaining that *Navy News* had given the nickname "The Flying Tigers" to the wrong Naval Air Squadron last month. "We recommend that a formal apology is made in the next

"We recommend that a formal apology is made in the next issue. Or else!" warned the letter, fiendishly pieced together from words and letters cut from newspapers. Look, all we said was that four of 845's Sea King heli-

copters had exchanged their all-white United Nations livery for a camouflage pattern of white and green tiger stripes, befitting their role as part of NATO's Implementation Force in Bosnial

We do know 814 anti-submarine warfare squadron are the real Flying Tigers and wouldn't dream of suggesting otherwise. So just settle down, guys, okay?

New kid puddles through

"HE'LL be kneeling in it in a minute!" Oscar shares a joke with his kid sister Teresa just as Capt Roger Parker and Lt Cdr Phil Shapiro congratulate each other on how well it's all going...

The occasion was the return to HMS Excellent of a ceremonial goat after a gap of 34 years. For the star of the show, Oscar, the excitement proved so great he couldn't quite contain himself!

Back in 1960 a nanny goat presented as a leaving present to Admiral Sir John Hamilton failed to settle at her new home at HMS Daedalus and was returned to Whale Island, which then boasted a menageric of critters unwanted, unsuitable or unmanageable.

She was adopted by the Regulating School and looked a picture in her emroidered jacket on formal occasions. Although she died in 1963, the Regulators have cherished the hope that a successor might follow in her hoofprints. Enter Oscar - who in the

absence of the menagerie has his sister Teresa to keep him company when he's not on duty.

ny when he's not on duty. They were bred by Mrs Linda Barnett, of Wickham, Hampshire, and donated to HMS Excellent by Naval outfitters Jack Blair.

Company director Mr David Hoctor-White, presented the goats to Capt Parker, Captain of HMS Excellent, and Lt Cdr Shapiro, Officer in Charge of the Regulating School. Jack Blair also provide a splendid ceremonial coat for Oscar.



Dung roamin': Oscar and Teresa, now of HMS Excellent, flanked by Capt Parker and LI Cdr Shapiro.

<u>A jubilee</u> <u>year for</u> <u>705 Sqn</u>

THE Royal Navy's basic helicopter training squadron, 705, will celebrate its Diamond Jubilee in June.

Now based at RN air station Culdrose, the squadron was formed in 1936 and flew Swordfish at the beginning of World War II. It was disbanded after the war then reformed in 1947 and equipped with Sikorsky Hoverfly helicopters.

The celebratory events planned for June 6-7 may mark 705's last anniversary, if plans go ahead to establish a tri-Service helicopter school at RAF Shawbury.

Ex-members of the squadron who wish to attend the events should write to Lt Cdr Neil Tonkin, 705 Naval Air Squadron, RNAS Culdrose, Helston, Cornwall TR12 7RH.





More a substantial amount of new building have combined to give the Defence Diving School and Fleet Diving Headquarters a new base.

At the official opening, which came at the end of a 15month construction project, the Second Sea Lord and Commander in Chief Naval Home Command, Admiral Sir Michael Boyce, said the facility, purpose-designed for diving training and as an operating base for operational diving units, was magnificent.

"I have toured the site and can say that diving now has a superb centre of excellence that is a world beater," he said.

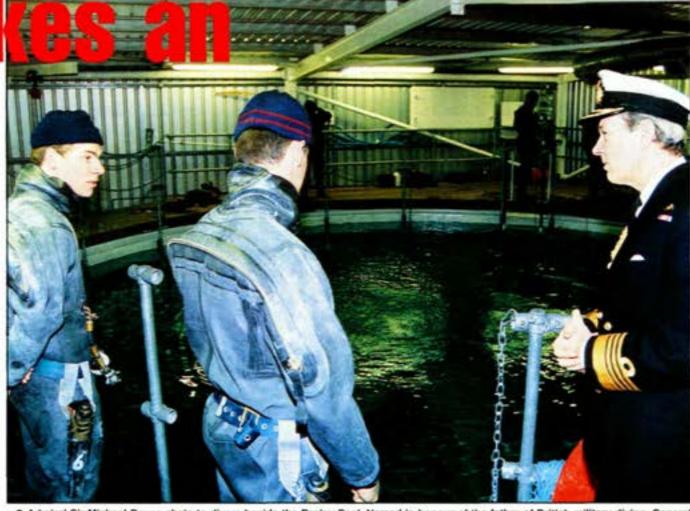
Royal Navy diving training was formerly conducted as a department of the School of Maritime Operations (HMS Dryad) and located at HMS Nelson's Gouwharf site. The Royal Engineers also carried out their diving training at Gunwharf, but as a separate and independently commanded Army establishment.

As the result of a decision to combine RN and RE diving training the Defence Diving School formally came into being last September.

The Fleet Diving HQ, comprising the Superintendent of Diving, the Fleet Diving Group and the former Portsmouth Area Clearance Diving Unit, was also located at Gurwharf, the planned closure of which gave rise to the GUNORG Project.



 A member of the Northern Diving Group surfaces after completing an engineering task



 Admiral Sir Michael Boyce chats to divers beside the Pasley Pool. Named in honour of the father of British military diving, General Sir Charles Pasley, the tank provides a controlled environment in which a variety of diver tasks can be practised.

This relocated occupants of the site to Horsea Island and Whale Island. At the latter the DDS has a new jetty, classrooms and an outbeard motor repair facility.

board motor repair facility. The Diving School trains Navy career divers, plus ship's divers and ship's diving officers. Army compressed air divers and advanced divers are also trained. This joint Service school is independently commanded and works directly to Flag. Officer Training and Recruitment. Fleet Diving HQ now occupies

Fleet Diving HQ now occupies Reclaim Building at Horsea, a large new complex housing the three Fleet Diving Units, Southern Diving Unit 2 and the staff of the Superintendent of Diving.

Able to operate all over the world, components of the Fleet Diving Group work in support of maritime counter terrorist operations, investigate mines, and assess and repair battle damage. The newly-formed Southern Diving Unit 2 also provides explosive ordnance disposal in the south of the UK and underwater engineering support to the local base commander.

Admiral Boyce said Reclaim Block would be the envy of other navies.

"It is absolutely essential that the Fleet Diving Units are at the best possible readiness at all times, for operations within the UK and worldwide, and this building provides them with the ergonomic facilities to achieve that," he said. Diving tasks in the north of the Uk will now be carried out by the new Northern Diving Group formed at Clyde Naval Base last month.

The NDG takes round-theclock responsibility for explosive ordnance disposal – 6,000 incendiary devices have lately bee washed up on Scottish shores – and diving tasks north of the Dee-Humber line, including the Highlands and islands and Northern Ireland.

Cutting the cold

OR ROSS Thoburn, Commanding Officer of HMS Tamar, hats to LWEM Chan Ho Ming during Divisions at the base on Ronecutters Island. The 18 man guard and the ships companies of the Hong

Kong Squadron paraded in winter rig as temperatures dropped to a chilly 20 degrees C.





any period since the First World War. The 1996 Navy News Calendar takes a look at the power they project at sea today — and compares past with present.

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A COLLECTORS PIECE CALENDAR OF SPLENDID COLOUR PICTURES

CASH PRIZES TO BE WON

A question similar to those shown below appears on each leaf of the 1996 calendar. All you have to do is put your nautical thinking caps on and enter this fun competition.

Full details of how to enter will appear in the calendar and also each month in Navy News.

In 1970 who were the new 'Snow Commandos' defending NATO's northern flank?

What was the platform for the first RN Sea King helicopter deck landing on a British ship at sea?

Helping Hands

ligh flyers to Save The Children

THE GAZELLE Display Team at RN air station Culdrose have proved to be top flight fund-raisers by presenting £1,200 to the Save The Children charity.

The money was col-lected from some of the three million people who enjoyed the team's aerobatic displays last sea-

son. A sale of Culdrose memorabilia boosted the final sum which was pre-sented to Save The Children Area Manager Val Royston by Lt Cdr Mark Osman, CO of 705 Sqn, and solo display pilot Lt Andy Greenall.

Jubilee

Val said: "We cannot thank 705 Squadron enough and we are delighted that the RNAS Culdrose Display Team will be helping us again in 1996, their Diamond

1996, their Diamond Jubilee year. "We are looking for-ward to working with them to raise funds for our work in over 50 countries world-wide, including the UK."

Runners brave gales for new leukaemia unit

THIRTY Plymouth-based sailors took part in a 100-mile relay to raise cash for a new unit to treat myeloid leukaemia at Torbay Hospital.

The race was organised by OM Clayton Gilbert from Mountwise, who's wife Nadine suffers from the chronic form of the disease.

It raised over £1,000 for a £1.5 million appeal fund, estab-lished to pay for the specialist unit by friends and family of 17-year-old Ricky Grant, from Paignton, who lost a brave battle

against the illness in 1993. The run took place at the Brickfields Sports Ground and was started by Flag Officer Plymouth, Vice Admiral Sir Roy Newman.

Gale Force

The event took participants just two hours to complete by clocking-up a combined 100-mile total despite very unfavourable weather.

OM Gilbert said: "We had an excellent response and the event was a great success. The only problem we had was with the weather - the winds were gale-force!"

0 0 0

The stamina of Royal Navy rowers was put to the test in a 24-hour challenge to help raise money for the British

Olympic Appeal. The event, organised by HMS Cambridge and hosted by HMS Drake, saw teams attempting to row 6,490km, the distance from Plymouth to Atlanta, USA, venue of the 1996 Olympics.

to Atlanta, USA, venue of the 1996 Olympics. The 1,930km that were rowed raised more than 51,000 for the fund. Special mention goes to HMS Cornwall's team of five who sustained their efforts without sleep throughout the event.

0 0 0

A charity triathlon organised by 814 Naval Air Squadron during HMS Invincible's Adriatic deployment generated £995 for St Julia's Hospice Hayle, the squadron's adopted charity.

Two members of HMS

dren. The slimmers, CPO John Maclean and PO Tim Clifton, visited the Scottish Centre of Autism in Yorkhill to deliver a huge selection of toys bought from the proceeds.

849 Squadron A Flight raised

around ships on operational deployment, raised the cash through sponsored events which even included a beard growing competition.

HMS Sultan raised £500 to send a youngster to Lourdes with the Handicapped Children's Pilgrimage Trust. Sultan's CO, Capt Malcolm Shirley, presented the money to the Trust's Director, Capt Anthony McEwen. MEN from the nuclear powered submarine HMS Trafalgar visited their namesake ward at Derriford Hospital to see how their fund-raising efforts had paid off. Trafalgar's CO, Cdr John Gower, presented a video recorder to the ward to mark the end of an exten-sive refit of an annex room 0 0 0 Walkers from HMS Somerset presented £500 to the Trull Road

Children's Centre, Taunton. They money was raised on a sponsored trek along the West where all the fixtures and fittings were paid for by the submarine crew. Highland Way.

The ship's company of RFA Diligence raised £350 for chil-

dren in Queen Alexandra Hospital, Portsmouth. They were each issued with a

"Toucan Club" membership card and were fined 50p whenever

they failed to produce it when

challenged.

0

The team were flagged away by Clyde Naval Base Commander, Commodore Brian Perowne, while HMS Walney sailed for routine survey

FIVE volunteers from HMS Walney cycled 260 miles from the ship's new base at Faslane to Barrow to raise cash for Furness General Hospital.

The journey took three and a half days to complete and raised money to buy a special adjustable bed for the hospital's casualty department.

On their arrival at the hospital the road-weary cyclists were welcomed by casualty ward staff, Rear Admiral Pearney and Lt Cdr J Stuart Johnson, the CO of HMS Walney.



Clyde Naval Base Commander Commodore Brian Perowne flags away cyclists Chris Stewart, Casey Waldock, Robbie Roberts, Si Marston and Jason Stayt, as HMS Walney slips from the quayside at

THE ROYAL NAVAL BENEVOLENT TRUST



73 years of help to past and present ratings in the Royal Navy, other ranks in the Royal Marines, and their dependants.

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GRANTS: for those in need to meet a wide variety of circumstances. Some examples are:

- Accommodation Basic needs (food, clothing etc)
 - Child care House repairs Removal expenses
- Medical treatment and disability aids Respite and recuperative holidays
- ANNUITIES: offer a modest, regular supplement to income for elderly people who are in particular need.



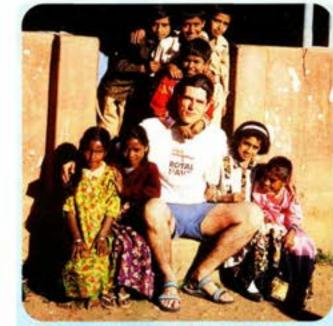
For further information, or to offer support, contact the RNBT at:

The Royal Naval Benevolent Trust, Castaway House, 311 Twyford Avenue, Portsmouth, PO2 8PE. 01705-660296 & 725841

The Administrator Pembroke House, 11 Oxford Road, Gillingham, Kent, ME7 4BS. 01634-852431

· Training courses for second careers

BY THE NAVY - FOR THE NAVY



Passage to India

HMS Collingwood's Lt Gareth Jones lead a multinational expedition to the Nilgiri Hill area of Southern India to build a day care centre at a junior school.

The building was constructed by assembling a geodesic dome frame which was then encased in a concrete shell.

The project was organised by the Round Square Independent Schools organisation, which aims to develop youngsters through demanding community projects.

Trafalgar

crew visit

Derriford



Rear Admiral Peter Franklyn took part in the gruelling row, cycle and ski and presented

prizes to the fastest finishers and most successful fund-raisers.

0 0 0

Vanguard's port crew lost six stone in a sponsored slim, raising £750 for autistic chil-

They were accompanied by Cdr Peter Wilkinson and LS Anthony Wiltshire, who's young son Thomas uses the centre.

0 0 0

almost £700 for the Children's Ward at Treliske Hospital, Truro, during their five-month Adriatic deployment. The squadron, who provided airborne radar surveillance

> 0 0

Daedalus staff spread their wings

sor and the

concealed.

Below: Air

the original

hangars.

HMS Daedalus closes its gates for the last time this month, ending an 80-year association with Naval aviation.

The establishment's School of Air Engineering and Sea Survival becomes a department of HMS Sultan's Marine Engineering School and will be based in a new block named Daedalus Building.

The Central Air Medical Board, Air Medical School, Naval Air Medical Board and the Sea Survival Equipment School have also been trans-ferred to Sultan and the Mobile Air Support Unit from Daedalus will be based at RNAY based at RNAY Fleetlands.

The reorganisation is the final step of a process set in motion by the Options For Change defence review, and to mark the closure on March 29, the ship's company of HMS Daedalus will march out of the airfield with Capt David Newberry taking the salute. The Air Engineering and Sea

Survival School is responsible for all career training for mechanics, artificers and air engineer offi-

cers. The first of Daedalus's 15 Wessex V helicopters, all ex 845 and 848 Commando Squadron,

left for Sultan in December. By the end of March the remaining Wessex aircraft, two Sea Kings, two Harrier GR3s and a Lynx airframe will be on site to form the backbone of air engineering mechanics initial training.

Further Wessex IIIs and Vs will be used in support of train-ing for battle damage repair, advanced airframe repairs and practical wiring training.

Origins

Daedalus's association with Naval aviation can be traced back to June 1917 when a temporary air station was opened at Lee-on-Solent to allow the seaplane training school at Calshot to expand.

It was set up with temporary hangars and makeshift accom modation. Many of the men lived under canvas while the officers travelled each day from their billets at Warsash. Houses in the small town were requisitioned as classrooms, messes and offices and the first scaplane training course began in August 1917, operating with 6-8 Shorts 827 sea planes. By the time the Armistice

was declared the unit was part of the Air Ministry and had a strength of 31 staff officers, 95 pupils and 550 men, with 36 air-

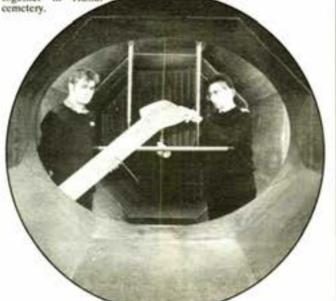
craft in use. After the war these aircraft were sold off at Bursledon for the princely sum of £5 each. Many were converted into boats by swopping the tail section for a

transom and adding an engine Between the wars the estab-lishment was the responsibility of the RAF and it was not until May 24, 1939 that it was returned to Admiralty control and commissioned as HMS Daedalus

During World War II Daedalus was the home of a number of different squadrons operating with a huge range of including Walrus, aircraft Swordfish. Swordfish, Seafox, Anson, Fulmer, Sea Gladiator and Moth aircraft and did not escape

German air attack. On August 16, 1940, 20 German Ju87s approached the Isle of Wight and made straight for Lee-on-Solent. Despite a des-perate effort by 213 Squadron who's Hurricanes flew at top speed from Exeter to help the hard pressed No 11 Group, severe damage was caused with three hangars and 42 aircraft destroyed.

On November 23, 1940, eight Daedalas Wrens were killed when their billet in Mansfield House, Lee-on-Solent, was bombed. The attack was part of a heavy three-wave assault along the South Coast, with other air-craft attacking Portsmouth and Gosport. The girls were buried together in Haslar



This wind tunnel from the former Royal Naval Engineering College at Manadon is one of the facilities transferred to the Air Engineering and Sea Survival Department at HMS Sultan



Daedalus Building, the new home of the Air Engineering and Sea Survival School at HMS Sultan.





FIVE ships have borne the name Daedalus in the Royal Navy since 1780, when the first was commissioned as a fifth rate ship of the line.

She served for 31 years, winning Battle Honours Egypt 1801 and San Domingo 1808, before being broken up in 1811. During the 1790-95 a hired naval store vessel also called Daedalus accompanied Cdr Vancouver on his voyage of

discovery. The third ship was a 44-gun prize ship captured at Lissa in 1811, and renamed Daedalus. She served under the White Ensign until her career ended abruptly in 1813 when she was wrecked

off Ceylon. In 1826, another fifth rate ship was commissioned and saw service until 1861, becoming the RNR drill ship in Bristol until 1911. The last vessel to bear the name was an ex-floating battery, refit-ted in 1915 as a depot ship for the new Royal Naval Air Service. The ship later reverted to a hulk. HMS Daedalus next reap-

peared on shore in April 1916 as the Royal Naval Air Service training establish-ment at Cranwell where RNAS officers learned to fly. The name was discontinued with the formation of the

Royal Air Force in 1918. In 1939 the RAF handed Lee-on-Solent air station back to the Navy and the site was commissioned as HMS Daedalus.

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without necessarily having to do one or more of the following:-

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Free one day Diagnostic Assessment courses are held at all major Naval areas monthly by an ex Chief Artificer

For further information contact Phil Dodd or Barbara Clarkson 01254 29 2357 or Mobile 0973 655605

Faculty of Technology, Blackburn College,

Feilden, St Blackburn, Lanc's BB2 1LH



People in the News

TAKING THE PLUNGE

WITH THE water temperature hovering around the freezing mark, NN Julie Inkpen's venture through the ice could almost be seen as getting in out of the cold... the air tem-perature in Norway that day was down at minus 6 degrees Cl

Julie is a member of the Medical Squadron of the Commando Logistics Regiment, and being slightly mad (self-designated) she volun-teered for the Through the Ice" training exercise requir-ed of Royals – though not of Naval nurses – during winter

training in Norway. The exercise aims to prove that it is possible to climb out again should you be so unfor-tunate as to drop through a frozen surface into icy water below. As well as gaining that reassurance, trainees are rewarded with a tot!

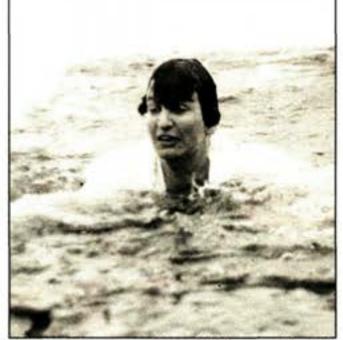
3 Commando Brigade RM were due to be heading home from their Arctic and mountain training in Norway short-ly after Navy News went to press.

Together with Brigade HQ and the Logistics Regt, other formations involved were HQ and Signals Sqn, 539 Assault Sqn, 59 Independent Sqn Royal Engineers (an integral part of the Brigade), elements of 29 Cdo Royal Artillery, Cdo Aviation Sqn (846 and 847 Sqns) and, for the first time in Norway as part of the Brigade, a squadron of the Household Cavalry Regiment and their Scimitar reconnais-sance vehicles sance vehicles.

Demanding

Meanwhile, in waters al-most balmy by comparison, Lt Claire Furlong (HMS Lan-caster) and S'Lt Sarah Leach (University of Plymouth) were carrying out continuation training off Devonport. Both qualified as ship's divers in the past two years but this was the first time they had dived together. They

they had dived together. They agreed the course was physically demanding, but they intend to perservere with div ing and encourage other female officers and ratings to give it a try.



NN Julie Inkpen manages to ward off the cold while going "through the ice" in Norway. A warming tot awaited her and the Royal Marines for whom the exercise was devised.



Ship's divers S/Lt Sarah Leach and Lt Claire Furlong during continuation training at Devonport.

WELCOME **ASHORE!**

The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

Today, the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availablity of accommodation, please contact the General



We rely heavily upon donations and legacies to achieve our charitable objects. Please help us now with your gift, and remember the Society in your Will.



WHILST all around him was changing on board the Type 23 frigate HMS Iron Duke, CPO Muddy Waters added an element of con-

He joined her in build at Yarrows' yard in Glasgow in December 1990, as a petty officer under train-ing, and left five years later - last of the "originals" to go and having passed for charge chief.

charge chief. During his four years and 357 days on board Muddy served the ship admirably, often standing in as chief tif, under four COs, three Marine Engin-eering Officers and three deputy MEOs. He helped see the vessel through basic operational sea training, area capabili-ty training, two NATO exer-cises, towed array patrol duties, Royal Yacht escort duties and a South Atlantic deployment.

deployment. Having joined Iron Duke in build, he left midway through her first docking period.

Queen grants honour to top **RC** chaplain

THE Queen has granted the Navy's Principal Roman Catholic Chaplain, Mgr Noel Mullin, the title Honorary Chaplain to Her Majesty.

It is the first time a Catholic military chaplain has been given this honour in the UK. Bishop of the Forces, the Rt Rev Francis Walmsley,

welcomed the appointment as an honour for all Catholics in the Royal Navy.

Welcomed

"The news will be wel-comed by Mgr Mullin's Anglican, Church of Scot-land and Free Church colleagues, too. . .

"I know also that the chaplains and their flocks in the Army and the Air Force

will join me in congratulat-ing Mgr Mullin," he said. The Monsignor is a priest of the diocese of Lancaster.

of the diocese of Lancaster. Having joined the Naval chaplaincy in 1978, he became Principal RC Chaplain in 1993. He is attached to the staff of the Second Sea Lord. He said, "Chaplaincy in the Royal Navy has always enjoyed good inter-church relations. More recently there has been an even greater impetus to work ecumenically.

cumenically. "I believe that this honour,

bestowed by Her Majesty on a Catholic priest, is a recog-nition of that inter-church co-operation and commitment to each other.

 The only other case of a Catholic chaplain being appointed an Honorary Chaplain to Her Majesty was in Australia 20 years ago.

RHYME OF THE NOT SO ANCIENT MARINER. . . LISTENERS to a BBC

Radio Scotland programme were invited to compose a poem in the style of Rabbie Burns on issues which would have interested the poet had he been alive today.

And that challenge was right up the street of Capt Eric Thompson – who this month becomes the new Commodore and Director of Clyde Naval Base - as he has been honing his skill at writing humorous verse over the past decade.

His winning entry was based "Tam O'Shanter" and called "Ally Shanter". In telling a foot-balling tale of Rangers and Celtic the poem also contained a message against drinking and driving. Capt Thompson's prize was a bottle of Scotch.

A regular speaker at Royal Navy Burns' suppers, he has a knack of creating with poems about the Service in the style of Burns but in a language his mainly Sassenach audience can understand. His talent as an after dinner speaker also earns charity cash as he donates his fee to good causes



He said, "I always knew I could make my Naval friends

Capt Eric Thompson, poet and Commodore Clyde Naval Base. laugh; it's nice to know I can se others as well.

Flying start to careers



LWAC Helen Edwards and LAC Dave Hurren, joint winners of the Steven Mulcahy Trophy, at RN air station Portland.

LAC DAVE Hurren (Edin burgh Flight) and LWAC Helen Edwards (Montrose Flt) have shared the Steven Mulcahy Trophy, for achiev-ing consistently high grades during the Leading Aircraft Controller qualifying course.

The 18-week course, held at Royal Naval Sci Helicopter Control, RN air station Portland, gives theoretical and practical training in the tactical control of helicopters and fixed wing aircraft at sea.

The Trophy commemorates PO Steven Mulcaby, an instructor at the school, who was killed in a road accident.

· Aircraft Control is a sideways entry branch and is permanently recruiting. Those interested in joining are invited to con-tact, in writing or by telephone, the Chief Instructor RNSHC **RNAS Portland**, Dorset DT5 1BQ. Tel: 93875 5476.

Or contact your Divisional Officer - entry details are con-tained in BR1066 art.1526.



NAVY NEWS, MARCH 1996 13



CROSS PURPOSES IN FORMER YUGOSLAVIA

COLONEL Tim Cross, Commander of Logistic Support for British Forces in the former Yugoslavia, met up with his son, Alex, a Royal Navy sub-licutenant, in the central Bosnian town of Gornji Vakuf.

Alex was able to draw on his father's experience to see how British troops are supplied, transported and fed as they advance into new areas in the north and west of the country.

A student of electronic and electrical engineering at Loughborough University, Alex was reunited with his father during a two week stint based on board the aircraft carrier HMS Illustrious to learn about the Naval operation in the Adriatic. During his sea time he also visited the Royal Logistic Corps

Army ship, comes under his father's control. After he graduates, Alex is hoping to become a submarine weapons engineer.

vessel Arakan, which, as an

WEM(O) WEO

PETER Mills saw his career rocket him from WEM(O) to WEO in less than 18 months – surely

than 18 months – surely one of the Navy's fastest career progressions. Shortly after joining HMS Arun in April 1994 and being made responsible for main-taining the ship's 1942-vin-tage 40/60 gun, he was rated Acting LWEM(O). The ship then lost her

The ship then lost her Weapon Engineering Officer without replacement six weeks before operational sea training and Peter was made Local Acting POWEM(O). He led his department well

through OST, achieving a good assessment and gain-ing much experience. In recognition, he was awarded a Commodore Mine Warfare Efficiency Prize, presented by the Northern Ireland



Squadron Commander, Cdr Tim Sewell

All good things come to an end, however, and with the arrival of the new WEO-prop-er LAPOWEM Mills became LWEM(O) Mills once more.

Still, with a record like his, he should soon be heading on up again.



BACK in the late '60s LSA Knocker White and SAs

Pincher Martin and Bunny Austin all served together on

board HMS Eagle, under the command of Flag Officer

Now, 28 years later, they are back together, all Warrant Officers (SA) in Naval Air Command. Pictured (I-r) with HMS Eagle's anchor outside the Fleet Air Arm Museum are Bunny, Knocker

Aircraft Carriers, during her Far East deployment

The vessel, a 1:96 scale model of the Type 42 destroy-er, was constructed by LWEM Bruno Brookes (right) during HMS Glasgow's deployment to the Adriatic.

NINTH GLASGOW LAUNCHED

Powered by two electric otors, the model is fully idio-controlled. Although e of its parts were pht, supply problems in Adriatic forced Bruno to He used 13ft of balsa wood, 8ft of marine plywood and three litres of fibreglass resin. The Sea Dart was one of the

The Sea Dart was one of the most intricate parts to con-struct, containing 42 pieces of balsa wood and being able to elevate and rotate. Also pictured wishing the model well are Weapon Engineering Officer Lt Cdr George Ramshaw and Lt Richard Fletcher.



Navy celebrates with Arthur

EX-PO Arthur Abbott, who began his working life as a railway engineering apprentice before joining the Royal Navy in 1915, has celebrated his 100th birthday.

He staved in the Service until 1937, but after two years working in Devonport Dockyard continu ing his Navy trade in armoury, he was recalled for war service in 1939. Afterwards he returned to work in the dockyard until his retirement.

Arthur's Navy career took him around the world. His ships included Vivid, Valiant, Resol-Impregnable. ution. Cairo, Maidstone, Wren and Hermes.

Among those joining him at his Plymouth nursing home to mark his 100th birthday, were the Captain of HMS Drake,Capt Chris Waite, WO Bryan Elms, POW Sally Matthews and LWren Elaine Kellie.



POW Sally Matthews and LWren Elaine Kellie help Ex-PO Arthur Abbott celebrate his centenary. Picture:LA(PHOT) Andy White



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Get Wise on DCIs

Climb leader plans Himalayan conquest

A 12-STRONG team of Service mountaineers led by a Royal Marines major will next year attempt to make the first ascent from Nepal of a towering peak less than 5,000ft below the height of Everest.

The mountain, Gimmigela 1 (24,114ft) has been climbed only once before, two years ago, by a Japanese team ascending from the Indian side. It has never been climbed from the

Internet link-up warning

USERS of Ministry of Defence computers are being warned about the security risk of connecting them to the Internet.

MOD systems accessing the Internet should be dedicated to the purpose - typically, a stand-alone personal computer - and process only unclassified information.

In exceptional cases, if there is a need to connect to the Internet an existing MOD system which processes Restricted information, an accredited "firewall" must be used. (A firewall is a software and hardware mechanism which protects the internal network from an external system)

The direct or indirect connection of any IT system processing or holding information at Confidential level and above is prohibited. Also prohibited is the loading of software which allows data link watches to down load information. DCI Gen 4/96 and 44/96

Nepalese side because until the end of 1994 the Nepalese government did not make it available for mountaineering. Expedition leader is Major Patrick Parsons of the Commando Logistic Regt who will form his team from among applicants in all three Armed Services.

Gimmigela 1, also known as The Twins, is situated in a remote part of north-east Nepal and is rarely visited. To approach it the expedition faces a two-week trek through the foothills of the Himalayas to base camp at Pang Pema.

Very little has been documented about climbing on the mountain, and the proposed route is expected to be difficult and challenging. Service mountaineers with Himalayan experi-ence will be given due priority during the selection process, but one of the objectives of the exped is to introduce proven alpine climbers to the bigger ranges. Ideally, applicants should have at

least two alpine mountaineering seasons to their credit. A base camp man-ager and medical officer will be required in addition to the climbing members.

Each member has to make a person-al contribution of £800 to the exped.

Applications should be made to Major Parsons at RM Barracks Chivenor, Barnstaple, N. Devon, EX31 4AZ (tel Chivenor Military ext 7002).

DCI JS 6/96

Computer speeds gas attack alert

BRITISH SERVICE personnel threatened by chemical or biological weapons will get a speedier warning via a new computer system.

BRACIS - the Biological, Radiological and Chemical Information System - is being introduced into units down to ship, commando and battalion level as well as joint and singleservice HOs.

The software and supporting hardware is replacing time con-suming manual methods which can result in errors arising from the need quickly to reconcile different and often incomplete reports under conditions of high physical and psychological stress. Speed and accuracy of hazard

prediction will be improved by the new system. The Directorate of Nuclear, Biological and Chemical



Meet new and old acquaintances in the West Car Park NOT JUST A RUGBY MATCH BUT A SOCIAL OCCASION

Tickets £10 (Children £5) also special rates for Schools and Sea Cadets Units

from RNRU Ticket Secretary 01705 724193 (Military 9380 24193) or write to: HMS TEMERAIRE, Burnaby Road, Portsmouth PO1 2HB

ALSO ROYAL NAVY versus ROYAL AIR FORCE Wednesday 10 April 1996 at Twickenham KO 3pm. Tickets as above

Countermeasures says: "The rapid prediction of the extent and duration of these hazards will be crucial to the subsequent conduct of operations and would ensure ... timely warning of risk.

"This in turn will reduce the need to apply burdensome defensive techniques, such as the precautionary wearing of respirators over extended periods of time."

Deliveries of the new equip ment began in April and consist of a software programme and hardware. RN ships which already have suitable hardware are receiving only the software.

Mapping

The BRACIS system consists of a hazard prediction programme, mapping which may be adjusted to the needs of specific users and a commander's guide.

It will: progressively define in time and space the spread of bio-logical aerosols, nuclear fall-out and chemical vapours; estimate the time of arrival and departure of airborne hazards; estimate liquid chemical persistency and radioactive decay rates; and cal-culate the absorbed radiation dose resulting from exposure.

The commander's guide can include information on chemical and biological agents, medical treatment, work rates and water consumption rates in a variety of climates while wearing protective equipment, and the usable life of such equipment. DCI JS 11/96

Radon checks

DEFENCE workplaces and married quarters are being monitored for naturally occuring radon gas in areas known to be affected.

Radon, a radioactive gas pro-duced from the decay of uranium, is given off in several areas of Britain, including Cornwall and the Highlands of Scotland.

A build-up of the gas poses a risk to health, so Commanding Officers are being reminded of their responsibility to monitor workplaces and Service homes where there is a potential for exposure - especially in poorly ventilated areas.

An action level of 400 becquerels of radon per cubic metre of air has been set for the workplace, with the level for homes being half that. In the case of workplaces, radon concentration in 95 per cent of them have been found to be below the action level. DCI Gen 16/96



'Old Belt-n-Braces prefers to rely on his canary and litmus paper!

Help with course costs

SERVICE personnel who attend certain courses run by civilian bodies may claim up to 80 per cent of the cost from the Ministry of Defence.

Under the Individual Refund Scheme the partial reimbursement applies to courses lasting up to a year and longer and which lead to a nationally recognised educational or vocational award. In addition, travel costs may be authorised up to a maximum of

THIS regular feature gives general information about new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

five return journeys a week for distances up to 100 miles in each direction - provided the weekly mileage total does not exceed 300 and that budget funds are available

Refunds may be claimed for courses, external Open University courses, distancelearning, resettlement preparation courses, external examinations and NVQ courses.

Before embarking on a course for which a refund may be claimed, the applicant must be interviewed by the local education officer or equivalent

DCI JS 13/96 Paintball gamers to use MOD land

THE MINISTRY of Defence is prepared to allow civilians to conduct paintballing games on its land.

MOD recognises that paintballing can complement certain types of military training and can be a means of generating income from the Defence estate through licensing to civilian clubs.

Licences may be granted at the discretion of training area com-mandants in consultation with the Defence Land Agents. Licensed clubs must have public liability insurance and must be members of the European Paintball Sports Federation.

DCI Gen 15/96





THE ROYAL Navy is seeking more observers to take part in a worldwide intelligence network to monitor the movement of foreign merchant ships.

Reporters for Operation Hornbeam - originally con-ceived to monitor the movements of Soviet Bloc ship-ping around UK waters - are drawn mainly from civil maritime organisations, Customs and Excise HM Coastguard and members of the RNR.

To reflect the changing times, Hornbeam was extended in 1993 to collect data on a wider range of shipping, an initiative that has proved highly successful in combating such ills as terrorism, drug trafficking and embargo breaking. The aim of Hornbeam is

to contribute to the monitoring of "vessels of interest" all foreign registered ships of over 100 gross tons using UK ports anchorages and, where possible, offshore territorial waters.

Big task

Reports on smaller ships are only required if their conduct or movements are involution

Hornbeam cells are situaled at Maritime HQ Plymouth and at the HQ of Flag Officer Scotland, Northern England and Northern Ireland. Reports by observers are made to these cells via 24-hour BT Freephone and Freefax systems

The massive task of maintaining a database on the world's merchant ship move-ments is being conducted in close co-operation with the USA.

Anyone who considers they could make a useful contribution to Operation Hornbeam should contact the OIC Hornbeam (South), MHQ Plymouth, Richmond Walk, Plymouth PL1 4SG, or the OIC Hornbeam (North), HM Naval Base Faslane, Dumbartonshire, G84 8HL. DCI Gen 52/96

College winner

THE HERBERT Lott prize for the most outstanding student on the RN Staff College course in 1995 has gone to a submariner, Cdr Philip Mathias. The Herbert Lott award for the best maritime studies paper was won by Cdr lan Jess, and the Pelican Prize for the most oustanding foreign student went to Lt Cdr A. K. Chawla of the Indian navy. DCI Gen 49/96



'We can only use Pusser's Grey!'

Up for bidding – the new oiler to come after the Olwens

TENDERS for design and build of up to two new 27,000 tonne oil tankers for the Royal Fleet Auxiliary were invited by the Ministry of Defence last month.

Two companies, BAE SEMA who are teaming with Kvaerner Govan Ltd, and GEC Marine's VSEL are being asked to bid for the new "auxiliary oilers" to replace the ageing Olwen class fleet tankers, in service since the mid 1960s.

Expected to be operational by the end of the century, they will be double hulled tankers capable of replenishing a pair of naval ships at sea at a time and will have a flight deck and hangar for a single Mertin helicopter.

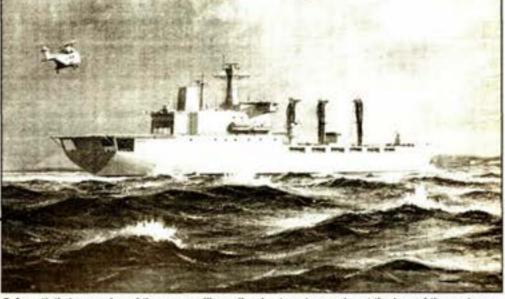
They will be built largely to commercial standards with some military features, having a range of 8,000 miles, a top speed of 18 knots

and offering provision of dieso, avcat, fresh water and a limited stores capability. A number of new features will include diesel electric propulsion, integrated bridge design and a membrane inert gas plant.

Self defence

The ship will have a limited self defence capability, military communications fitted and limited command and control facilities. There will be accommodation for 80 RFA

and 22 RN personnel.



An artist's impression of the new auxiliary oiler due to enter service at the turn of the century

GOSPORT · HANTS

A DEAL OF

A LIFETIME!

Submariners museum has 200 friends

VITAL dehumidifying equipment for HMS Alliance has been funded by the newly formed Society of Friends of the Royal Navy Submarine Museum.

Naafi's best and worst

NAAFI returned £13.1m to the Armed Forces last year, despite its being, in financial terms, the toughest faced in the corpora-

tion's 74-year history. Servicemen and women received £5.74m in rebate from sales, £5.76m income from gam-ing machines and £744,000 from amusement machines.

Naafi says that, when taking troop cuts into account it is returning more money per head than ever before.

Obligation to pay rebate on its sales meant that for the first time it recorded a deficit - of £4.263m

This reflects the costs of starting up the food supply to the Armed Forces contract, taken over in October 1994. Naufi's core trade - shops, clubs and financial services - continued to trade profitably.

· Homeplan, a new home contents insurance by Naafi, been launched by General Accident, the overall sum insured under the standard cover in £30,000, with premiums based on a home's location and number of bedrooms.Tel 0115 935 4000 for details.

Captain George Hayhoe, secretary of the Friends who already number over 200, told Navy News they had asked for a priority list of projects needing help. The museum attracted S 501 children but years and is an 54,500 visitors last year and is an important element of the Gosport and Portsmouth Millenium Project which presents an exciting challenege for the Director and his small staff,"

he said. Formed under the presidency of Lady Fieldhouse with Rear Admiral John Hervey as chairman, the Friends aimed to give the museum much more than moral support, as well as pre-serving the heritage of the Submarine Service in general.

Privileges

Membership - for as little as £10 a year - was open to all and carried special privileges such as unlimited free entry, with a guest, to the museum complex at HMS Dolphin, Gosport, and organised tours and visits .

Youngest member was George Chapman, whose father was serving in HMS Victorious and who celebrated his fourth hitthdue with a memory in HMS birthday with a party in HMS Alliance last month.

First annual meeting of the Friends will be held at the Museum on July 5 and will be followed by a reception on board HMS Alliance. For details of membership, write to Captain Hayhoe, c/o RN Submarine Museum, Haslar Jetty Road, Gosport PO12 2AS.

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Blake's Harbourside, Ham Lane, off Elson Road, Gosport. 2 and 3 bedroom cottage-style houses from £59,995. Showhome open from 10ant to 6pm Thursday to Sunday inclusive. (Monday 2pm to 6pm). Telephone: 01705 503529 or Sales Hotline: 01703 273311

and 3 bedrooms, fitted kitchens, central Looking at Clyde's new look heating, double glazing and gardens. From £56,495. Sales office and show village open every day from 10am to 6pm.

DEFENCE Secretary Michael Portilio visited the new Clyde Naval Base and the RN Armaments Depot at Coulport. He called on board HMS Sandown, one of the minehunters now based at Faslane, and inspected the shiplift, the new Northern Diving Group (see page 9) and the Submarine Command Team Trainer before spending the rest of the day at sea in a Vanguard class Trident submarine.



NEWSVIEW Getting the message across

IN HIS video message to the Fleet, previewed in this 500th edition of Navy News (see page 29) First Sea Lord Admiral Sir Jock Slater says most people are unaware of how much work the Navy

does for the country – and of how hard it works. It is a sad fact of life in this era of super-fast communications that the Navy paradoxically has more of an uphill struggle to get that message across - to get any message across - than ever before.

Because an ever-growing variety of images and sound bites is vying for the attention of a public whose attention span is growing ever shorter. Civit war in Europe and violence in its streets.

concentrates the public mind only in fits and starts - until it is diverted by the latest development in one of the TV soaps.

Meanwhile the Navy's work goes on as it must, noticed or not, the fictional and off-screen doings of the denizens of Albert Square notwithstanding.

Growing public

Over the past 42 years Navy News has been carrying reports of that work to a steadily growing public of its own - one that has grown as the Navy itself has reduced, in manpower if not in the power of its hardware

A public presently half a million strong, worldwid

In the latter part of that period the Navy's commilments (now being kept with 40 per cent lewer destroyers and frigates than it had five years ago) in the Adriatic, the Gulf, the West Indies, the South Atlantic, the Antarctic and the Far East - not to mention its contribution to NATO that was for long its chief preoccupation in the light of the Soviet have received consistent cover 906 Navy News during all the times when the rest of the media lost interest.

Vigilance

It has paid close attention, too, to the Navy's work in humanitarian relief and rescue operations which seldom get the recognition they deserve elsewhere.

For the latter, this month's issue has reports of lives saved in home waters, the Carribean and the Adriatic, thanks to the vigilance of RN units.

Publicity can be an expensive business, of course. Our own message to the Navy is to let us know your message - and we will carry it on to our readers free of charge. Each month some of them are actually pre-

pared to pay less than the price of a third of a pint to read it

'What I say is, if you want quality you've got to pay for it!'

 One of our first readers – note the blue cap worn in winter until 1956. Who was this seasoned 'Stripey' from HMS Cawsand Bay photographed catching up on the Navy News of December 1954?



500 editions – and 500,000 readers

s many as half a million people around the world will be reading this month's Navy News - the 500th edition.

Although its prime function to serve as the newspaper is of theSenior Service, it clearly reaches a much wider audience. Indeed, recent market research has shown that fully 40 per cent of its readership has no RN connection whatso-

ever, past or present. A couple of years ago the then First Sea Lord Admiral Sir Benjamin Bathurst noted: "Navy News' readership has grown as the Navy's comple-ment has reduced. This sug-gests to me that the level of interest in our affairs outside the serving Navy shows no sign of waning . . ."

When Navy News first appeared in 1954 - the serving strength of the Fleet was then 139,000, nearly three times the present total - it was purely the 'Portsmouth Navy News'.

In less than two years it grew to serve the whole of the RN and under the dynamic editorship of the late Bill Wilkinson MBE (1965-76) cir-

culation soared from 25,000 to

over 70,000. It continued to grow under his successor, John Tucker OBE, (1976-93) occasionally topping the 100,000 mark, and has remained at around its regular peak of 80,000 ever since the Falklands War of 1982.The high pass-on rate indicates a readership app-

proaching 500,000. Since it first entered the British Association 01 Industrial Editors (now the British Association of Communicators in Business) competition in 1972 Navy News has collected a total of 68 awards without missing a single year - a unique achieve-ment.



instituting an annual 'PR Unit of the Year' trophy together with a £100 prize for the ship or establishment it considers to have made the best sustained contribution to the paper. The winner will be announced in the

autumn.

The Prince of Wales visits Navy News' new offices at HMS Nelson, Portsmouth, March 10, 1995.

Navy air lifeline in snow-bound Scotland . . . and Marines save skier's life in Norway

RESCUERS IN ACTION TO BEAT CHAOS OF **COLD WAR**

AS ARCTIC weather brought Scotland to a standstill, Royal Navy helcopters there experienced their busiest days of the winter as calls for help came in thick and fast.

And while Sea King heli-copters from HMS Gannet were flying missions of mercy across huge snow drifts, Royal Marines in Norway, exercising in similar temperatures - but much less snow - saved the life of a skier whose leg had been severed in an horrific accident at the ski resort of Hemsedal.

The Norwegian's limb had been sliced off above the knee when he hit a barrier at speed after a collision with another Norwegian skier. The

accident was witnessed by three Royal Marines who managed to place a tourniquet on the leg to con-trol the bleeding, one of them skiing to the resort rescue centre to summon help.

Mne Neil Colclough of Sp Company 42 Cdo, and Mnes Neil Ledger and Dave Morgan of Comms Troop, HQ & Signals, were highly praised by the ski resort and local collect for taking excit and affective police for taking swift and effective action to save the injured man's

life. Meanwhile, maximum advantage

was taken by 3 Commando Brigade of the Arctic training facilities in and around the Valdres Valley. Among the visitors to see the Royal Marines go through their paces were C-in-C Fleet, Admiral Sir Peter Abbott, the Commandant General RM, Lt Gen Sir Robin Ross, and Maj Gen Constantin Goga of the Romanian Mountain Brigade. While temperatures averaged

minus 20C, there was surprisingly little snowfall for the time of year which could not be said for Britain. There the emergency services

were brought to a standstill in the

worst blizzards to hit southern Scotland for quarter of a century, Helicopters of 819 Naval Air Squadron at Gannet replaced the paralysed ambulance service to fly a woman, 26 weeks pregnant with twins, from Stranraer to Glasgow for urgent hospital treatment after complications set in.

While in the air the crew was directed to Ayr hospital to pick up a four-week-old baby in an incubator. He was suffering from heart prob-lems and was flown to a special

baby unit at the Queen Mother's Hospital at Yorkhill, Glasgow. As a second 819 aircraft headed

As a second 819 aircraft headed south to Kirkcudbright to find a downed electricity cable for Scottish Power, the other Sea King was back in action taking a woman suffering from back injuries to spe-cialist treatment at Edinburgh's Western General Hospital.

However, heavy snow and visibil-ity of less than three-quarters of a mile prevented the helicopter from reaching the east coast, so instead it took the patient to Glasgow.



during deployment in Norway. Picture: PO(PHOT) Andy Chetty

Final parade for **Plymouth Colour**

IN A SOLEMN ceremony at Devonport, the last Sovcreign's Colour to be held by the naval base was laid up in the Church of St Nicholas, HMS Drake.

The laying up followed the announcement last year that the post of Flag Officer Plymouth would be abolished on February 14.

The Colour, which was presented to the ihen Flag Officer Plymouth by Queen Elizabeth the Queen Mother in 1953, was paraded for the last time at cereunial divisions in the drill shed at HMS Drake.

The Lord Lieutenants of Devon and Cornwall represented the Queen. Former Plymouth Flag Officers, MPs and local dignitaries also attended.

Special guest

One of the guests - Plymouth pub landlord Michael Neale had been specially sought out as the seven-year-old boy who in 1953 gave the Queen Mother wi a bouquet at the Colour presentation almost 43 years ago.

The service was conducted by RN chaplains the Revs. S. J. Golding, A. W. P. Pudner and Richard Madders.

The hauling down of the flag of FO Plymouth on February 14 prompted the following signal from the First Sea Lord, Admiral Sir Jock Slater:

"This marks the end of nearly 27 years of this outstandingly suc-cessful focus for the Royal Navy's operations in the South West since C-in-C Plymouth hauled down his flag.

"HMS Scylla, the last ship to



be built in Devonport dockyard, put to sea in 1969, the year the flag (of FO Plymouth) was first raised. Since then nuclear submarines and modern escorts have made Plymouth their home, soon to be joined by new amphibious

ships. I pay tribute to the impressive

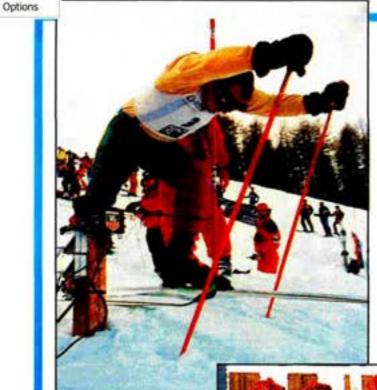
achievements of a taut organisation - both uniformed and civilian - which ably supports ships, submarines. Service men and women and their families.

"As a new chapter opens and the mantle of the Area Flag Officer is passed to the Flag Officer Sea Training and the

Naval Base Commander, I am confident that the same traditions, high standards and dedication which have characterised this command will be continued for many years to come." • The Queen's Colour held by

Portsmouth will be laid up on March 29.





ove: Start gates wen introlled by a state-of e-art time keeping stem activated itomatically by the impetitor at the start id finish of each run nd fi

ght: HMS Cochrane's am model the latest cottish skiwear

elow: A group of eginners on the nursery iopes with their instructor Tommy Vallace. Beginners re encoursged to eturn each year to mprove their skiling and o compete at mpete at asingly high levels.





n at the deep end

THE ALPINE Ski Championships are open to all serving personnel and more than 140 at this year's event arrived with little or no skiing experience.

But after a week with the RNWSA's team of ded-icated instructors, 64 were ready for their first race, a 20-gate slalom.

Navy News Assistant Editor Dominic Blake was in Valloire to cover the Championships, and entered the novice's event at the end of race

He said: "The race is a fantastic experience and a very exciting way to put all you have learned to the test. It also makes you appreciate the skill of the senior competitors - it isn't as easy as it leads?"

The team

The team of instructors, WO(SC) Tommy Wallace, Lt Cdr Bob James, Mrs Lynne James, POWEM Paul Hallas, WO(CK) Gary Cooper and Lt Jim Norris, were available to anyone in need of tuition.

WO Wallace said: "We are hoping that the peo-ple we are teaching will get a bug for racing and that they will keep coming back. After a couple of seasons they really get into it."

And he was particularly grateful to dry slope instructor Lynne James who gave up her holiday to help the team cope with the number of begin-ners. "Lynne has been absolutely excellent" he said. "She offered to step in and it was very much appreciated."

The low down on t

RN ALPINE SKI 🔆 CHAMPIONSHIPS

HUNDREDS of Navy skiers descended on the French resort of Valloire for the 1996 Alpine Championships.

The annual event attracts more competitors than any other in the RN sporting calendar, with dozens of major and minor ships and establishments taking part.

The races are designed to cater for skiers of every abili-ty, from expert to complete beginner, with the aim of encouraging as many competitors as possible to progress and return each year.

Race week began with the Individual Giant Stalom with-winner Lt Jeff Choat of 750 NAS shaving two seconds off the time of his nearest com-petitor, RN Squad Captain Keith Mills petitor, R Keith Mills.

HMS Heron was able to draw on some very experi-enced skiers for the Major Team Giant Stalom, and a solid team performance gave them the edge over runners-up Seahawk and Nelson.

750 NAS established their domination of the minor ships events with a comfortable vic-tory in the Minor Team Giant Sialom, with RMR Bristol and FONA in second and third place

The RNWSA Club teams raced in the same event with veterans Capt Robin Kerr, Capt Gordon Wilson, Mrs Fleur Rutherford and Mrs J de Halpert taking the honours.

HMS Nelson capitalised on two Heron disqualifications and the excellent form of CPO Nick Griffin to secure the Major Team Giant Slalom and the Overall Major Team title.

Battle

The Inter Command Races proved to be another exciting battle between Naval Air Command and the Royal Marines.

Naval Air Command's Lt Jeff Naval Air Command's L1 Jeff Choat set the pace in the Command Super Giant Slalom, descending the 495m vertical drop between start and finish in just 96 seconds, but with four Royal Marines finishing within in the next five places the event was theirs.

The Royal Marines were stretched by a fall in the first run of the Slalom and Naval Air



Command's even skiers held the advantage through run two to win

But the Royal Marines suc-cess in the earlier Super G still gave them an overall points advantage as they went into the Command Giant Slalom, their strongest event.

RM and NAC came from teams.

Marines Sgt Ross Barbour found peak form in the race where all ten fastest finishers

Respectable times from Captain Keith Mills, CSgt Dave O'Connor and Mne Jimmy Gent made sure of victory in the Giant Stalom. The result allowed the Royal Marines to wrest back the overall Inter Command Champions tille which was lost to Naval Air Command at last year's cham-pionships in Orcieres Merlette. Plymouth Command were

Plymouth Command were third overall with Scotland close behind.



Ladies Overall Champion POWPT Carole Strong skied for Plymouth in the Command Super G, finishing in 112.8 seconds.



RNWSA instructors WO(SC) Tommy Wallace, Mrs Lynne James, Lt Cdr Bob James, WO(CK) Gary Cooper and POWEM Paul Hallas. They are pictured with the two Citroen Synergis sponsored by Woods Car Rental.



THE RESORT of Valloire was given the 'thumps up' by competitors after its first year as host of the RNWSA Championships.

Experienced racers said that conditions in the resort were the best they they had encountered.

Navy individual champion Jeff Choat said: "The pistes have been excellent. They are very hard so the number one racer gets almost the same conditions as the guy that's going out 130th.

"In softer snow the piste ruts up after about 20 or 30 runs where everyone is turn-

he slopes



eft: Captain Keith fills who led the toyal Marines to vic-ory in the Inter command Racing. This was his last leason as Captai of the Royal Navy

light: Visitors from he Australian Army Aen and Women's iquad added colour o the 1996 ps, but ey raced for hon

Below: Lt Al Goode ns Portsmouth mand's bid for e Giant Slal





Fond farewells

THE 1996 Championships were the last for three stalwarts of Navy Skiing.

of Navy Skiing. It was the final year as President of the RN Winter Sports Association for Vice Admiral Malcolm Rutherford, who presided over the past three championships and is the founder member of the ski-mountaineering branch of the association. He hands over to Rear Admiral John Trewby. Lt Neil Riches from HMS Dryad steps down as Championship Organiser after six years in the demanding post and many more as a command-level skier and committee member. Lt Riches was instrumental in computerising the race results and in making the championships much more accessible by recruiting SkiWorld to deal with all travel arrangements. He hands over to Lt Cdr Richard Ellis from MOD London. from MOD London. Ellis

Finally, RN Squad Captain Capt Keith Mills is leaving the Royal Marines this year. He has set a record by representing Navy skiing at all levels for ten successive years. He looks likely to be replaced as Navy Squad Captain by Lt Jeff Choat.

ers warm w venue

ing in the same place, but here it's actually icy so everyone gets the sa

The courses themselves were expertly managed by the Ecole Ski du France team who went on to stage the Super G World Cup at Valloire.

Away from the race area there are 150 kilometres of piste to suit all abilities and over 100 snow cannon to help keep the slopes open.

The resort of Valloire arranged accommodation and lift passes for all the RNWSA Committee members and is expected to remain the venue for the championships until at least 1998.

For full details of next year's championships watch out for the **RNWSA** * notice in September or October's **DCIs or contact** SkiWorld on 0171 602 0722.

CHRISTCHURC UNITED

Anxious moments: CSgt Dave O'Connor and Lt Kate Lewis ait for their times to be announced during the team slalo



Inter Command

*

Christchurch Insurance Cup for Intercommand Champions the Royal Marines, runners-up Naval Air Command.

The President's Cup (Intercommand Giant Sialom) Royal Marines, runners-up Naval Air Command.

The Trevor Jones Shield (Intercommand Slaiom) Naval Air Command, runners-up **Royal Marines.**

The St Vincent Cup (Intercommand Super Giant Stalom Royal Marines, run-ners-up Naval Air Command. Intercommand Giant Slalom

Sgt Ross Barbour, runner-up Lt Jeff Choat.

Intercommand Slalom Lt Jeff Choat, runner-up Sgt Ross Barbour.

Intercommand Super Giant Stalom Lt Jeff Choat (winning the Richard Madely Trophy) runner-up Sgt Ross Barbour.

Team events

The Chairman's Bowl for the Overall Major A Team HMS Nelson, runners-up HMS Seahawk.

The Skiworld Bowl for the Overall Minor A Team 750 NAS, runners-up FONA.

Major A Team Giant Slalom HMS Heron (winning the Tait Tankard, runner-up HMS Seahawk

Minor A Team Giant Stalom 750 NAS (to be awarded the Du Pon Trophy) runners-up RMR Bristol.

Major A Team the Bareges Nelson (winning the Bareges HMS Seahawk

Minor A Team Slalom 750 NAS (winning the Orciere Merlette Trophy) runners-up FONA.

Major B Team Giant Slalom Tankard HMS Heron, runners-up HMS Nelson.

Minor B Team Giant Stalom Tankard RMR Bristol, runnersup 750 NAS.

RN Winter Sports Association Club Team award, Beauties and the Beasts -- Mrs F Rutherford, Mrs J De Halpert, Capt Robin Kerr, Capt Gordon Wilson.

Individuals

Prest Plate for Men's Overall Champion Lt Jeff Choat, runner-up Sgt Ross Barbour.



Thank you

THE SKI championships

nput from Christchurch

insurance Brokers who were the chief sponsors of the 1996 event.

The organisers would

the organisers would also like to thank Woods Car Rental for the use of two Citroen Synergies, the Sports Lottery for assisted travel, the resort of Valloire for lift passes

and accommodation and

SkiWorld for donating six sets of skis for prizes.

could not have been staged without major

THE RN WINTER Sports Association Committee worked flat out, both on and off the piste, often late into the night, to ensure the competition ran like clockwork. They are (from back row left to right) championship organiser Lt Neil Riches, Hill Team Fred Whitworth, LCK John Murray, Dr Sally Murray, Lt Cdr Duncan Reid, Technical Delegate Maud Instone, Race Secretary Lt Cdr Andrea Crook, Lt Cdr Larry Young, Cdr David Morris, WO Henry Cooper, Cdr Mark Rothwell, (tront) Cdr Andy Gregory, Lt Andy Hepworth, Lt Cdr Richard Ellis, CPO Steve Bulley, and CCMEA Ray Vere. Missing are Membership Secretary Lt Cdr Mike Blowers and Results Co-ordinator Lt Dickie Smith.



Lt Jeff Choat, 1996 Overall Champion, likely to captain next year's RN squad team.

The Carole Wilson Salver for Ladies Overall Champion POWPT Carole Strong, run-ner-up LWWTR Andrea Hart.

Expert Individual Giant Stalom (Men) Lt Jeff Choat, runner-up Capt Keith Mills.

Expert Individual Giant Slalom (Ladies) LWWTR Andrea Hart, runner-up POWPT Carole Strong.

The Andrew Baird Salver for Combined Event Non-expert (Men) Lt Arthur Mitchell, run-ner-up CMEA Rolly Schotleld.

Thorley Trophy presented for the last time to Combined Event Non-expert (Ladies) Lt Kate Lewis, runner-up S/Lt Sarah White.

Advanced Individual Giant Stalom (Men) Lt Arthur Mitchell, runner-up Lt Debs Bhattacharya.

Advanced Individual Giant Statom (Ladies) S/Lt Ellie Squire, runner-up Lt Kate Lewis.

Upper Intermediate Giant Stalom (Men) Lt Jerry Butler, runner-up LREG Taff Pugh.

Lower Intermediate Giant Slalom Lt Mark Ogilvie, run-ner-up PO(EW) Phil Elston (with apologies to Mr Freddle Freestone who recorded a faster time but had to be recategorised).

Lower Intermediate Giant Stalom (Ladies) LWSA Emma Walkden, runner-up Julie Freeman.

Individual d Giant Basic Slalom (Men) Carpenter, runner-up Lt Andy Naylor.

Basic Individual Giant Slalom (Ladies) Miss Pat Tidy, runner-up POWPT Elaine David.

Beginner (Men) OM(AW) Alec Necic (awarded a pair of Fischer skis and the Midshipman James Trophy) runner-up POMEA lan Sutton.

Beginner (Ladies) LWWTR Sharon Brown (awarded Fischer skis) runner-up Helen Tremlett.

Novice (Men) LMEA Gary Jackson (awarded Fischer skis) runner-up LCK John Murray

Novice (Ladies) LWRN Mo Milne (awarded Fischer skis) runner-up LWAEA Tracey Parkes.

Junior, James O'Brien

Veteran (Men) CPO Nick Griffin, runner-up Lt Mark Low.

Veteran (Ladies) Lt Cdr Liz Spencer, runner-up Miss Sue Millward.

Super Veteran Capt Mike Johnson, runner-up CPOMEA Alan Buller.

Debutants Award, Mr Frank Allen (presented with Fischer skis).

At Your Leisure

Submarine CO's wife receives uncanny signal de profundis.

TWO NEW picture albums of naval action in World War II have rather missed the boat now all the anniversaries have passed, though both have something new to offer.

The Imperial War Mu-seum Book of the War at Sea - The Royal Navy in the Second World War (£25) is surprisingly let down by its illustrations, many of which are already familiar images and which include a mixed bag of paintings repro-

NAVY NEWS, MARCH 1996

duced in colour. It succeeds by letting the par-ticipants tell their own stories, with the benefit of the Museum's vast archive of writings and recordings expertly linked by

Julian Thompson. The stark simplicity of these, stripped of any literary pretension, bring home the horrors with particular force - as with these descriptions of depth charging: "We went to silent routine and started creeping away. We'd got about half a mile away, and one of the stokers dropped a bloody great wheel spanner, it could have been heard miles away from up top. The whole lot came charging down. You could hear the chaifle of the screas coming the chuffle of the screws coming over. We were at about 300 ft and stopped.

Snowmen

I actually heard the splash of the depth charges going in, and the click of the hydrostatic pistols just before they went off. We all looked like snowmen, covered with the white state and the second second second title and the second sec with the white cork from the deckhead." (PO Ian Nethercott). "My worst experience was being depth-charged when we were pushed down 400ft, 100ft lower than the design depth. A lot of damage was done, includ-

A destroyer rescuing survivors, 1942 by Richard Eurich is one of 20 war paintings reproduced in colour in the Imperial War Museum's Book of The War at Sea. Other artists whose work is featured include Eric Ravilious and Edward Ardizzone.

ing all the compasses... "When you are depth charged, you wonder if you are going to come out of it. I thought of my family. At 2 o'clock in the morn-ing my wife was woken by my ing, my wife was woken by my photograph falling off the chest

of drawers in her bedroom. She was very shocked and immediate-ly said, 'Aston is in trouble'. Later I compared dates and times with my wife, and it was exactly the same time." (Lt Cdr Aston Piper RNVR, CO of Unsparing).

Paul Kemp's A Pictorial History of the Sea War 1939-1945 (Arms & Armour £20) scores with a better – and much bigger – selection of closely cap-tioned photographs derived from archives around the world.

He has sensibly eschewed many of the better known ones and his choice is well served by some excellent design work - half the battle in making this sort of book - jump off the coffee table. - JFA

Skulduggery down New Orleans way

THE SCENT of Betrayal (Macmillan £15.99), David Donachie's fifth tale of skulduggery on the high seas featuring privateer Harry Ludiow, is set in New Orleans in 1795

> guns of the harbour fort while the whereabouts of the ship's cargo is investi-

is of cotton and bar and Harry is in dreadful da

WHY THE JAPANESE KNOW WHO THEIR FRIENDS ARE!

VICE-ADMIRAL Sir Hugh Mackenzie, whose memoirs "The Sword of Damocles' were reviewed in Navy News last month, was famously the victim of friendly fire.

His wartime command HMS Thrasher has a claim to having been the most damaged British submarine of the Second World War after three depth charges dropped around her by a Swordfish of the Fleet Air Arm's 815 Squadron on July 26, 1942, caused a list of injuries covering two densely typed sheets of foolscap

The fact that the boat survived this hammering testified both to her excellent construction and to

the fact that the 250lb depth charge was not big enough, Mackenzie's Flotilla Captain Capt S.M.Raw observed.

Sanctuary

The prolific Paul Kemp has found no trace of the proceedings of the subsequent inquiry. but notes that the aircrew had not been advised that Thrasher was operating in the middle of a submarine "sanctuary" where a total bombing restriction was in force and that following the loss the submarine depot ship HMS Medway a month earlier Rear Admiral Philip Vian had ordered a maximum effort in

anti-submarine operations In fact much of the information in Friend or Foe, published by Leo Cooper at £18.95, has not

appeared in print before. The author has been helped by growing pressure on governments to release hitherto classified documents and has assembled over a hundred instances of engagements between ships, submarines and aircraft on the same side between 1939-45.

Own goals

This period is perhaps unfairly spotlighted since "own goals" in warfare are as old as warfare itself.

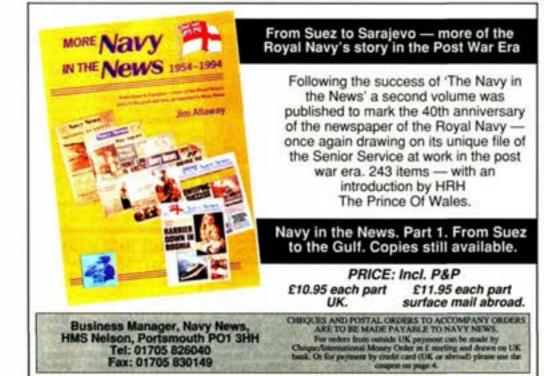
Interestingly, no record can be found of the Japanese suffering - and, at first sight surprisany ingly, submarine vs ship engage-ments are discovered to be the smallest category of friendly fire incidents at sea.

Joint Zones

Yet submarines operated alone and it was highly unusual to have surface forces operating in areas where their own sub marines were on patrol - except in the Pacific where so-called Joint Zones were established. In such an area a target could only be attacked once it had

been positively identified as hos-

- JFA



the world's fighting ships includes lately released information

Updated evaluation of

The discovery of an aban med Spanish merchant

plunges our hero into

dst of a far-reaching

Spanish are suspi-of Harry's part in the

CONWAY's All the World's Fighting Ships 1947-1995 (Conway Maritime £75) brings up to date a highly praised series of reference books which cover the whole history of iron and steel warships.

It replaces the two-part 1947-1982 volume, now the end of the Cold War has forced many navies - includ-ing the RN - to reassess their principal roles and the disin-tegration of the Soviet Union has allowed a flood of new information to reach the West. Thus, in the present volume

very entry from Albania to Zimbabwe has come under fresh scrutiny. Coverage is broad and deep, extending down to minor patrol and landing craft in even the smallest navies. That said, though, fleet support and replenishment

ships have had to be omitted for reasons of space despite their enhanced post-war importance...

These are specifically

"fighting ships", then - only a few auxiliaries with specific combat value are included and non-naval maritime forces (coast guard, army, police or fishery protection services) are left out unless they enjoy a close relation-ship, like the US Coast Guard, with the national navy.



At Your Leisure

Historic photos plucked from the Weddell Sea

AUSTRALIAN photographer Frank Hurley was a member of Sir Ernest Shackleton's famous Antarctic expedition of 1914-17, in which his ship the Endurance was crushed and sunk in the ice.

His glass plate negatives almost went down with her - but Hurley, braving the freezing water and grinding ice floes, dived into the Weddell Sea and recovered them.

Over 400 had to be destroyed, though, leaving less than 100 to tell the story in what has been described as "the finest group of news pho-

tographs ever made." A limited edition of 35 of these, now owned by the Royal Geographical Society, has been issued by Atlas Limited Editions, each priced between £140-£195. Tel 0171 486 4195 for details.

Eerie glow

Slides taken by Hurley were used by expedition member Dr Leonard Hussey to illustrate a lecture tour around Britain he made on his have return.These now been employed by Geoff Selley FRGS together with Hussey's original notes, to recreate the lecture in the authentic

eerie glow of the magic lantern. He will be presenting The Greatest Survival Story Ever Told on board HMS Endurance on her return from her current Antarctic deployment and at HMS Nelson on Nov 9. Contact

 Frank Hurley himself appears in this picture from the collection, feeding the dogs at their kennels beside the ice-bound ship.





By Neil McCart

By Neil McCari A highly readable and comprehensive history of this well known and popular alicrafic carrier/commando ship from the laying of the keel in 1944 to her demise in 1973. Over 150 photographs, some in colour. Foreword by Admiral of the Pleet Sir William Staveley. Price £13.95 + £1.50 pkp (3.50 pkp overseas — sterling chopens) Available from

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"H.M.S. GANGES (The final farewell) . . video. Ideal birthday/surprise present. Documentary includes all aspects of GANGES before demoliaspects of GANGES before demoli-tion. One tear-jerking hour of nostal-gia, produced by JOHN DOUGLAS author H.M.S. GANGES (Roll on my dozen?) & H.M.S. GANGES (Tales of the T.R.O.G.'S.) S.A.E. details Douglas Hse. Pen-marth. Redruth. Cornwall TR16 6NX



BOND IS BACK



James Bond (Pierce Brosnan) gets to grips with Natalya (Isabella Scorupco) In GoldenEye.

WHEN the first James Bond movie was released (in 1962 - Dr No), Kennedy hadn't been shot, the Beatles hadn't made the charts and Eric Cantona's parents hadn't even met.

The world turns and here we are now with **GoldenEye** seeing the advent of James the Fifth, or Sixth if you count an even earlier American TV incarnation, in the person of Pierce Brosnan

Apart from appearing a touch wiry, putting him at a disadvan-tage in scenes involving major thumping, Pierce is perhaps the most satisfactory 007 since the original - lean, sardonic, with the requisite touch of top-drawer

ruthlessness. As someone said of Humphrey Bogart: "He looks at an enemy as though he means it, and when he looks at a woman he looks as though he means that, as well."

None of the traditional ingre-dients is omitted: the cheeky precredit sequence, spectacular enough for any other movie's big finish, the scenes at HQ, with M stating the mission and Q ("Now pay attention. Double-Oh Seven") doling out the exploding



biros, the buscious lovelies, sweet and sour, the villains despatched to the accompaniment of a brisk one-liner.

All in all, it seems a good bet that Bond will still be around to combat the perils of the new millenium.

A general rule in movie-watching: if a character is alleged to have died violently but the movie makers neglect to show you the bullet-riddled corpse, be prepared for the character's dramatic reappearance about two-thirds of the way through the picture.

The weary old ploy is to be found in GoldenEye and it crops up again in Assassins, the new

Sylvester Stallone movie, which is the RNFC's other 16mm release this month. This is the tale of two hit-men,

a nice sad one (Stallone), who's osed to be the best nasty, hyperactive one (Antonio Banderas), who aims to replace him

So it's Italy v Spain for the title No 1 with a Bullet and, needless to say, this is no film for supporting players: passing beat cops, next-door neighbours, taxi divers - all are skittled out of the frame almost as soon as they enter it, by the virtually constant hail of small arms fire.

Stallone as the killer with the heart of gold tends to his image by combining bulging biceps with a soulful, reproachful gaze, Banderas, as his manic rival ought, at the very least, to try switching to decaffeinated colfee. - Bob Baker

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At Your Service

Reunions

MARCH

RNCA The Royal Naval Communications. Association will hold their third AGM in the senior rates mets. HMS President, at 1400 on March 9. Serving and ex-serving commu-ricators should contact Sam MacParlane on 01634 684817 for details.

LCA 52N Flotilla serving on Empire Anguibus at Normandy, D-Day 1944, previ-ously LCA 60th on SD Duchess of Biothood and LCA 10th on HMS Princess Astrid. Members wishing to attend the second reurison on March 15 at HOS Weikington should contact Reg Hodgson, Lowindge, Knowl Hill Common, Reading RG10 9YD, Tei 01628 822512.

Undine Urchin Association reurism, March 22-25 at Busins Grand Hose. Llanduding Many new laces are attending, if you are interested contact Stan De'Ath Tel 01476 860833

HMS Whitesand Bay Association hold their 8th reunion at the Royal Salors' Home Club, Portuniouth on March 23. For details contact Geolf Nightingale. 268 Cashey Hat, Gadebridge, Hennel Hempstead, Herts HP1 Gadebridge, Hemel H 3LD Tel 01442 63405

Grapple 25th reunion for offic served on Orvistmas Island, the RAF Out-128 Piccadilly, London, March 23, For details contact Mr DM Brockett, Basil St Hotel, Knightsbridge, London SW3 1AH.

HMS Wren Atlantic, Russian convoys, D operations in the West Channel, Persian The 3rd reunion will be held March 23-24. Would officers and men not already in touch please contact Ron Young on 01373 822619.

Sussex Naval Reserves Association miles all those who belonged to HMS

Sussex RNR, Hove, Sussex, to a reunion on March 30 at the TA Centre, Dyke Rd, Hove, from 3930. Entry is by invitation only, Please contact JJ Black Exg. 3 Troviscok Way Teddington, Modelesex TW11 9QZ. APRIL

Fast Minelayers Association The SE Branch meet at 12 room on April 2 at the British Legion Club, Braganza St, Kennington, London, Contact Ray Moore, 89 Wating Rd, Norwich NR7 STG, Tel 01603 437652

HMS Vindex The third annual reunion lanch will be held at the Union Jack Cub, Waterkos, London, 1100 to 1600 April 24. For details please send a SAE to Chris Tye, 5 Begonia Ava, Gillingham, Kant Tel (1634 232684

HMS Kenya Association holds a reunion in Plymouth. April 12:13. Any ex Kenyas from 1940-52 will be more than welcome. Please contact Bill Boardman. Tel 0151:487:0093 as spon as possible

HMS Charybdis and HMS Limbourne, Issi October 20 1943, The Charybdis Association holds in AGM and gata dimer at the Apolo Hotel, Birmingham on April 13, Details from Mr Nei Wood, The Fingerpoel, Cecobury Rd, Far Forest, or Kiddenminster DY14 9TA Tel 01299 256048.

HMS Burnham Association 1940-44 ids its 16th reunion at Burnham on Sea e119-21. For details contact Sam April 19-21. For details contact 3 Langlord, 50 Draw Gardens, Greent Michleser UB6 70G Tel 0181 902 9001 stord.

HMS Leander reunion. April 20, at the Royal Freet Club. Morice Square, Devonport, Pyrnouth. For details, contact Darry Neve, 25a Haddington Rd, Stoke, Pyrnouth PL2 1RR, Tel 01752 562973.

Military ball and reunion. April 20, at the Dakley Centre, West Stneet, Crewe, Brass bands, grand muster of colours and stan-dards, five hours of entertainment. All pro-ceeds to Service charbles. For details, con-tact J Davis, 6 Maxor Court, Crewe CW1 355, 3el 01270 257092.

RNR Postal branch, third reunion and nner, April 20 at the Wielbeck Hotel, lackpool. For details, contact David ennis, 1 Croft Rise, Menton Rikey, West orks LS29 6LU, Tel 01943 875608.

HMS Decey 1967-71 A reunion will be eld at the Sandringham Hotel, Southsea, gril 26-27. For details contact D H riathwales (Moorland Drive, Bickenshaw, radhord 8011 28U Tel 01274 684799. April 26-27

HMS Consort Association A reunion will be held at Devonport April 26-28. Details from John Brewer, 31 Legis Walk, Plymouth PL6 TDIE Tel 61752 783064.

HMS Highlander A reunion will be held at the Claremont Hotel, 324/326 Hagley St, Binningham, April 26-28. Any survivors of HMS Lancastria rescued by Highlander will be warmty welcomed. Contact Ken Chaplen, 15 Great Eastern Rd, Hockley, Essex SSS 4BX. Tel 01702 202725.

HMS Lance (G87) A reunion will be held at the Civil Service Club, Great Scotland Yard, London, on April 27. All ex-Lancers welcome. Contact J Bennett, 111 King Charles Rd, Surbiton 0181 399 0996.

RN DEMS Association The Southe branch holds its 12th reunion at the RNA Cub, Harworth, Middlesex, or April 27, Details term Charles Collis, 2 Neil Close, Ashtord, Middlesex TW15 1NT. Tel 01784 The Sherborne RNA Hospital reunion and buffet lunch will be held at The Crown inn. Greenhil, Sherborne, on April 27 from 1230. All staff and former patients very wel-come. For tickets please send a SAE and a chegue tor (27.5 to Miss D Scholleid, The Bungalow, Watting St, Hockilfis, Leighton Buzzard, Bedfortshire LU7 9NF. Tel 01525 210067.

MAY

HMS Khedive (D62) A reunion will be held in May. Ship's company, ar staff, 699 Squadron (1944) 808 Squadron (1945) at ranks. Details from Peter Embleton Tel 01924

HMS Tenby Association (J34 and F65) The next lamp swinging context will be held May 3-5 at the Thecam Hotel, Babbacombe, Torquag, Devon, Details from Phil Rowe on 0161 7477325.

HMS Duke of York mini reunion week-end in Blackpool, May 3-5. Contact Mr R Draper, Rose Cottage, 103 Orchard Park, Elton, Chester CH2 4NQ, Tel 01928 725175

National Standard Bearers competition and reumon weekend, May 10-12, at Bridington, For details contact Mike Cooper, No 11 Ansa RNA, on 01274 632586.

HMS Comus comrades reunion in York, May 11. Details from Chairman/Secretary M D Towney-Jones Tel 01705 464800 or Treasurer G Harper on 01302 708135.

HMS Opportune 1942-45 A rounion will be held May 13-16 at the Stretton Hotel, Blackpool. For details please send a SAE to Len Philips. 8 Redgate. The Pippina. Northeach, Cheshire CWB 4TG. Tel 01606 Tables.

CINCIBERLANT 1992-95 A reunion at a caravan park is planned for May 17-19 for families and singles. Replies urgently required so that accommodation can be booked. Contact Andy Hunstone on 01705 798412 or Steve Penberthy on 01705 591956

TS Exmouth LNTS Association hird reunion will be held May 18-19 at ydney. Details from John Goddard, 88 Rareridge Lane, Bishop's Waltham Southampton SO32 1DX, Tel 01489 894826 JUNE

RN Radar Branch The PRI Ass plans a rearison in June/July open to all serv-ing and excerving officers and service rates of the radie branch. For intermation, contact CPOWREN Liz McMurchie, PRI Association, HMS Dryad, Southwick, Hants PO17 6EJ. Tel 01705-284280.

RAF Leuchars (829 Squadron) A reunion is to be held in June in the Vecut area. For details send a SAE to CPO Mumford or LAEM Black at HMS Heron, Rchester, Somerset BA22 8HT.

Gunnery Instructors Association The reunion dinner will be held in Fernham Hall, Fareham, June 1. For details, contact Ad Chambers, 28 Montague Rd, North End, Portsmouth PO2 ONF, Tel 01705 645420.

HMS 51 Vincent - Blake 104 (June 6, 1946 entry) A neurion is planned for June 4. For details contact Alan Dobeon, 5 Anne Mount, 44 Madeley Rd, London WS 2LU, Tel 0181 997 6495 or e-mail 100564.1027(@compuserve.com.

RNAS Culdrose celebrates its diamond ableet on June 6 and 7. Ex Squadron mem-bers who would like datatis of events should contact LL odr. Neil Tonkin, RNAS Culdrose, Helston, Cornwall TR12 7HR.

888 (PR) NAS, Ceylon 1941-46. The ord reunion weekend will be held at the ceders Hotel, Loughborugh, Laidestenthilthe June 7-9. For details, contact Joe Kelly on 01902 822612, Norman Penenan on 01934 820553, Maurice Smith on 01472 816440 or write to 28 Ashwood Drive, Humberston, Drimity DND6 41X.

HM Rescue Tugs Veterans Association (71247) hold the fifth reunion at Fleetwood, June 7-9. For more information contact L Sufton on 01482 212996 or J Williams on 01482 508964.

North Russia Club A reunion will be held on June 8 at HMS heaton, Portunoth Ex-crew members of HMS Beltast welcome. C10 per head includes buffer meal and entertain-ment. Contact Mervyn Williams 87 Olive Hd. Southampton SO16 5FT Tel 01703 906402.

Bridlington The Combined Ex Services Association of Bridlington hold their annual conference and reunion weekend June 14-16. Tokiets are B5.50 Contract the toket sec-retary 17 Hustler Rd, Bridlington YD16 SRN Portsmouth Command Field Guns Drew annual reunion will be held in HMS Excellent, Whale Island, Portsmouth, on June 22. Full details from Peter Ruddock. HMS Diadem Association: A reunion is anned for June 8 at The Gueens Hotel, suffisea. Any old shipmates who are not embers of the association are asked to

Calling old shipmates

HMS Hardy 1969-71 Mr M Longbottom HMS Hardy 1969-71 Mr M Longbotton would like to hear how Chel Staker Jumper Collins and ex-POME and ex-ME1s Sam Cook, Sharkey Ward, Tony Donohoe, Jock Doyle, Dave Ashworth, Jock Strachan and LME Bob Bayles, Contact hein at 31 Buller St, Grimeby, South Humberside D402 BIL Tal 01472 361546 or via Scouse Sheldon at 39 Centaur St, Portsmouth 01705 343612

HMS Narvik under Commander Eric Stean during the Christmas Island Grapple Squadron bomb tests. January to April 1959. Old strigmates, officers and crew who are interested in a reunion should contact Phil Tilleard, 44 Bishop's Cok Ride, Tonbridge, Kent TN10 3PB, Tel 01732 351807.

HMS Cabbala Lawrence Whyte would like to hear from WHE/N/TEL Edoa Mason. Pease write to him at 12 Camphill Ave, Glasgow GL41 3AY.

Royal Marines Condox, Arbroath All Royal Marines gunners, Royal Engineers, RN and RAF personnel who served in Condor are invited to a 25-year reminon. For details, please send a SAE to Mr Davy McCaige, 21 Prory Crescent, Arbroath.

HMS Javelin Mediterranean 1942-43 Imer AB Bob Nekin, from 6 Windmill Rd. Etwail, Deity DE65 6UX kept a dary of events on board and would like to hear form old thipmates particularly Fletch and Smithy (Yom Stomaway), Tei 01283 733722.

Solver Fire Fighters 1543-44 II you served in the Stokers FF at Hornet, Fieldare or RNAS Evantor ME Scotland; please contact towner LDG STO Syd Fartow, 23 Baser Farm Rd, Old Whittington, Checkerlied, Derbyshme S41 9PR, Tel 01246 453014. Chesterfield, 01246 453214.

HMS Victorious Arcraft carrier, 1947-48 mer O/S William Cheetham would like to Former O'CON Wilsom Contentions would like to Former O'CS Wilsom Contentions would like to hear fram anyone who served in the Vic al this time or earlier in MMS Royal Arthur. Was she the last ship of the name until the cur-rent submanne? 34 Oakhill Drive, Broad Oak, Rye, East Susses TN31 6DT.

contact Peter Burnand, 17 Greystone Ave. Bognor Repit, West Sustex PO21 SEA. Tel 01243 854680.

HMS Tenby F65 A/S Frigate 1955 to 1973. & Minesweeper JD4 1941-46 SSI searching for ex ship's contoury to join the association, meet up with old trends and new. Don't delay! For information please phone Jeff May on 01344 52366.

HMS Impregnable 1947-48 St Budeoux. Pymouth: Peter Moss, John Clates, Frank McCullough and Mick Coe plus twenty other boy seamen are looking for the "Heat of the Bent" to form an association and have a reunion 50 years on. Contact P Moss, Lane End, State Lane, Huby LS17 CHIP Tel 01423 734875.

LEM(A) Dennis Buckley, from RNAS Lossiemouth, possibly lived in Arboard, originally from Notingham, LHEM (A) Genry Salch Hutson later Chief) would like to hear from you. 33 Maplettee Ave. Horndean, Waterloovile, Hants POB 9BN. Tel 01705 591878. 501878

Melton Mowbray RNA are seeking new members. They meet on the first Thursday of each month. For details contact Eric Morris Tel 01572 722433.

POWTR TE McCalley PMX 55451, ex IS Prince of Wales or Repulse ex HMAS HARS F Kutabu sum during Japanese mini sub raid in Sydney Harbour, May 31, 1943 Ex Writer Kach Smith would like to hear from you. 132 Pittwater Rd, Manly, Sydney 2055. Australia 0.132

HMS Fai / HMS Northumberland Do a tertember Fai's three-day visit to St 100

Helena, June 1946? Ex AB W Durtant would like to hear from you or from the cur-rent HMS Northumberland who visited the island in January on her way to the South Atlantic – what is it like now? Please write to 13 Takely Close, Waitham Abbey, Essex EN9 1HO

144 Highland Rd. Purtamouth PO4 9NH Tel 01705 753897. OCTOBER

1st Destroyer Flotilia (1942-45) Association This association was formed in the 1970s for the Hunt destroyers based in Portsmouth. For some years now it has included these who served in all 86 steps of the class. An October reurison is held in Portsmouth each year. For defails, contract John Goulder, 155 Leicester Rd, Glen Parva, Leicester LE2 BHP. Tel 0116 277 5165.

PICTURE PUZZLE

THE WINNER of the Navy News Mystery Picture competition No. 11 which appeared in our January issue

His entry was drawn at random from replies which named

the photograph as that of the cruiser Achilles which served

in the Royal Navy, as a New Zealand ship, and then with the

scrapped in 1978. Mr Elliott receives our cash prize of £25.

to the questions will go into a prize draw to establish a single winner. Closing date for entries is April 15.

More than one entry can be sub-

mitted, but photocopies cannot be accepted. Do not include anything

else in your envelope: no corre-spondence can be entered into and

The winner will be announced in our Mayl edition. The competition is not open to Navy News employees or their transition.

no entry returned.

not open t or their fa

MYSTERY PICTURE 13

Name..... Address

Indian navy as the Delhi. She was finally paid off and

A further prize is offered for a correct solution to this

is Mr B Elliott of Blyth, Northumberland.

month's puzzle. Tell us:

the sail

The name of the ship is..

1. The name of the ship

2. The significance of

Complete the coupon

below and send it to

Mystery Picture, Navy

News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers

The significance of the sails is...

HMS Sheba. Aden Did you serve in HMS Sheba during World War II7 II you sould like to meet up again please contact ex LSIG Gordon Pinfeld, 7 Fairways, Modomsley Rd, Consett, Co Durham Tel 01207 503617.

HMS Londonderry 1960-62 Ship's pho-tographer PO Barry Mills would like its hear from PO Beard OD, OS Green Top, RS Cahill and other shipmates from the final commission with a view to a possible reurison in Portsmouth. 4 The Marfett, Shoreham-by-Sea, Sussex IBN43 SUN Tel 03273 462533.

CPO Fred Le Mage Would relatives please contact his old shipmate Chartes Winters, 165 Benedon Rd, Sheldon Jermingham 826 2UR, Tel 0121 742 9636 HMS St Kitts 15 Mess 1950-52 When

HMS St Kits 15 Mess 1959-32 When are you Nock Carter, Jock Fergussion, Mick Dudding, Bob Gates, Roy Galley and all the rest? Please contact PJ Anscontoe, 64 Dumpton Park Onive, Ramsgate, Kent CT11 8AP, Tel 01843 594793

8AP Tel 01843 594/103 181, 3rd, 4th and 17th Escort Groups including HM ships Afflick, Ascension, Capel, Cooke, Cranstour, Dommett, Hoste, Carlies and Mooston, An escort group association has been formed. If you would he details of the next reunion in Blackpool. association has been treumion in Blac ske details of the next reunion in Blac November 18-21, contact Harry Ra Robustnesson, Nr. Northiea, Bishopterood, Nr Ch Somerset TA20 3RS, Tel 01460 234583

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nger, and school hiands (especially class 3C2 and 3C2J) are asked to con-Mr David Pickett, 19 Wheeler St, httone, Kevit ME14 1TU, Tel 03622 681889 HMS Adventure and all other min

units operating from Millord Perstrokeshire, in War and peaced Millord Haver remonorealises, in War and peaketime – a weekend paymage to the recently dedicated mixelayers memoral is parmed to May All inter-ented should send a SAE to Gwyn Evans, 68 Beverley Grove, Backpool FY4 25E, Tal 01253 346865.

HMS Venus An old shipmate from the 1950s is tooking the photographs of Venus and any interneting details. Byou can help, please contact Brain Hall clo Mis. Par Keny, 117 Liverpool Rd, Upton by Cheshire CH2 188. RFA Engadine Do you have a photograph or negative of the ship in San Carlos Water during the Faklands War? Ex RFA SIG Tim Water needs one to paint an accurate water colour. If you can hetp, contact him at 6 Meadowside, Logenhauds, Nr Market Drayton, Stropshire TF3 4R8.

HMS Constance 071 Do you know where the ship's bell is and any other antibats vescued betwee she was sonaped in 1956? Please contact Envis Bakerson, 45 Old Place. Skeated, Lincs NG34 7HR. Tel 01529 413410.

See Cadet Correvell who took part in the VJ March, is sought by Mr. JR Carpenter, Fat 3, Guardian Court, Westwood Rd, Portswood, Southerrights SO17 1WH.

War Graves Mr H Catterson has pho-tographs of the graves of the following men resting in Malaysia and Singapore and would like to pass them on to rela-

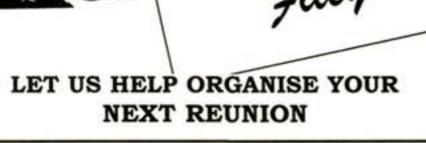
Iven: AB J Mac C Girvan, HMS Abingdon, STO WL Flynn, HMS Terror, AB J Dempsey, HMS Prince of Wales, AB RN Coomes, HMS Highflyer, CODER EGF Carr, HMS Bragana, AB J Anderson, HMS Repulse, STO R Burns, HMS Haritand Point, MRE EJ Nevard, 45 RM Commando, MNE J Storey and A'SGT WIN Rose of 42 Commando, and LI M Dowling, MNE RA Clarke, ArCPL LC Ireland and MNE C Alexander of 40 Commando, Please send a 6 x 4-inch SAE to Narry Catterson, 27 Rissington Walk, Thornaby, Stockton-on-Tees TS17 9GJ Tel 01642 881770.

Capitaln Stephen Radcliffe, comman of HMS Drake, torpedoed Rathin Isla 1917 An author is seeking living realativ Please contact Thomas J Ceol, Rath Island, Ballycastle, Co Antivin, N Irela BT54 GRT. Tel 012657 63915.

Scarborough Whitby Filey

+ SELECTION OF BANQUETING/MEETING VENUES FOR

WE OFFER



Pompey club set for 50th birthday

RUNNING costs did not worry a group of sailors when they got together almost 50 years ago to form what is now the RNA Club at Lake Road, Portsmouth, with a membership of 224.

One of the founders, Ship-mate Charles Reynard, recalls that with just 30 members and borrowed furniture, the club was opened in Pitt Street under the title of the Royal Naval Old Comrades Association.

The club premises had once housed PT instructors, and permission to use their quarters was obtained by the RNOCA president, Lt Cdr Panting.

Admiral Fraser

Months of hard work folowed to convert the quarters. When that was complete furni ture was borrowed from HMS Vernon to set up a bar.

The club was officially opened in 1948 by no less a figure than Admiral Sir Bruce Fraser, and quickly became a popular centre for post-war sailors. Many social events were organised, including children's parties and darts matches.

Shipmate Reynard, who during the war served in destroyers escorting convoys to Russian and Malta, remembers that running costs were met by taking out units costing two shillings and sixpence (equivalent to 12.5p), with members paying an annual subscription of four shillings (20p).



Having joined the Navy in 1923, he was a supply assistant on board the County-class cruiser HMS Devonshire in the late 1920s, when she was a new ship and on duty in the eastern Mediterranean.

On July 26, 1929 the Devonshire was engaging in gunnery practice, and Will was

Tales of

in the cordite handling room deep below an after Sin gun turret. Suddenly there was a terrific explosion

which killed an officer and 11 men out-

right, wounded 13 and blew the turret roof

worried when fragments of burning cordite came tumbling down to us, and we were soon surrounded by it.

"We all knew what had happened to the men in the cordite room of HMS Lion

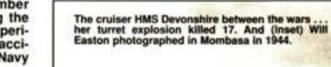
(Beatty's flagship) at Jutland in a similar

situation - to save the ship from blowing up the order was given to flood the compart-

He told Navy News: "We became rather

high into the air.

the Sea



Royal Naval Association

ESC

Will Easton's worst moment came in the cruiser Devonshire

ļ



FR

ment. All were drowned. We were next to the magazine.

"However, the one-ton hatch, which was screwed down from the outside, was eventually opened and we were released. We were lucky!"

They were suffering from shock and cordite inhalation - which in some cases at Jutland had proved fatal. To counteract the ill-effects they were kept on the upper deck for five days, with food being brought up to

Of the injured, five men died, bringing the total death toll to 17. "We buried 16 of our shipmates at the

gean port of Volos in Greece," recalled Will. "But first we had to buy a plot of land and build a low wall around our comrades' graves

He went on to serve in the Navy until the mid-Fifties, retiring as a Comm-issioned Stores Officer. During his career he served on board for the commissioning of 24 ships - battleships, cruisers, destroy-

netlayers and fishery protection sloops He played soccer in the Navy and during the latter part of his service managed soccer teams for various ships and establishments

. If you are an RNA member who has an unusual story about your past service, the Editor would be pleased to consider it for publication. Write, through you branch secretary or PRO, to "Tales of the Sea", Navy News, HMS Nelson, Portsmouth, PO1 3HH.

Get affiliated and grow!

BEING affiliated to a ship or submarine is one of the best ways of keeping in touch with the Royal Navy and possibly recruiting new members, according to Shipmate Jan Thomas, editor of Vanguard, No. 10 Area's magazine.

"We need to talk with our serving shipmates to see how we may be able to encourage them to join " he writes in his editorial in the journal's fifth issue.

"The Navy that most of us knew is gone and the RNA must adjust to meet the needs of our modern counterparts."

His advice is certainly heeded by the Area's Atherton branch which has been affililiated with HM submarine Sceptre for 11 years and has an excellent rela-tionship with officers and men.

Edgware & Mill Hill

Members have been deeply saddened at the loss of Shipmate Alf Walker, a driving force and guiding light since he joined the branch 23 years ago. He had held the offices of secretary, deputy standard bearer, Area and national delegate, chairman and vice president.

In 1980 he took office as No.1 Area secretary and worked as unstintingly for the Area as for the branch,

Hastings

A branch buffet and raffle had to be delayed due to heavy snow. However, the party went ahead a week later and was attended by 50 shipmates and guests.

Wakefield

Branch chaplain, Canon Arthur Hesselgreaves, was presented by members with a stole bearing the RNA insignia to mark his 25 years as an



Getting together . . . Members of Atherton branch take a tot or two with members of the crew of their affiliated submarine, HMS Sceptre.

Association chaplain. He served Huddersfield and Denby Dale branches for ten years before joining Wakefield.

Branch

News

Glasgow

The branch will hold its inaugural meeting at 1930 on March 21 at the Cameronian Rifle Club, 9 Holyrood Crescent, Kelvin

Bridge All recruits are welcome. Contact Shipmate Donald Simpson on 0131 332 2871. Donald

Weymouth

There is no truth in the rumour that the branch has resorted to holding their meet-

ings in a pub. The RNA club and branch are very much up and running at 25-27 Park Street where a welcome is extended to new recruits.

MORE THAN A STANDARD DO THE NATIONAL standard bearers competition and

reunion weekend at Bridlington on May 10-12 promises to be an occasion not to be missed.

To ensure its success the local authority is helping to fund the event, organised by No. 11 Area.

As well as the competition, the programme offers coach trips, a social and a dance, a church service and parade, free parking, free entry to

Leisure World and a discount card for shops and restaurants.

Those who wish to attend or parade their standards should contact Shipmate Mike Cooper, No. 11 Area secretary (tel. 01274 632986) or Bill Lee, Bradford branch PRO (tel. 01274 670027).

THE ROYAL NAVY OF WWII ON VIDEO New ... D-DAY REFLECTIONS OF OPERATION NEPTUNE Part 9 Containing rare lockage NEVER before seen of huge numbers of naval craft of every description, this is the only video totally concerned with the role of the RN during this epic period, displayed in starting realism as in 8 other still available episodes, Russian Convoys, Bat of Atlantic, Op Torch and many dramatic events relating to the RN of WWII. Each is 60 mins duration and UK price is 521.90 (inc p&p). Elsewhere add £3.05. For details of these past episodes plus free video & discount offer SAE. This is the ONLY on-going series of OUR war at sea. N.V.T.C., BECK HOUSE, ESCRICK, N.YORKS YO4 6JH (01904) 728239

PORTSMOUTH VJ EVENTS VIDEOS

Videos of D-Day, VE Day, VJ Day 50 years commemoration ceremonies. Plus Pacific Fleets reunion and other parades etc. Send S.A.E for list

PERSONAL VIDEO PRODUCTIONS 55 New Road, Portsmouth PO2 7QN. Tel: 01705 649533

HMS CATO Researcher seeks information from anyone serving on HMS CAIO between DECEMBER 1943 & JULY 1944 in particular from anyone who served with Stoker JOHN 'JACKIE' PRICE. 000 Please call James Ebdon, in confidence

on: 0171 261 3049.

NoticeBoard



Cdr lain Davidson Arthur as CO, HMS Vanguard (Port). May Lt Cdr Alastair Robbie

Ireland as C Cottesmore. May 9. CO.

Promotions to Chief

AUTHORITY was issued by Captain Nava Drafting in February 1996 for the following talings to be promoted to Chief Petry Officer

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(D) - P.J. McCabe (DEF EXP ORD

50 To CPO(SEA) TJ. Clarke (SNONI), A.J. Clarke (Dartmouth BFINC), To CPO(M) - S.J. Kybert (Birningham), K.D. Gammon (Cambridge), A.T. Martin Cla

To CPO(R) - D.J. Bailey (Southampton). 10.9

Pysden (Raleigh). To CPO(\$) - W. McLean (Dryad).

OPERATIONS BRANCH (COMMUNICATIONS GROUP) REGULATING AND PT

To CPOPT - D. Wyle (Neptune) WEAPON ENGINEERING MECHANICS

To CPOWEM(R) M.A. Blackburn (Notingham), S. Gray (HQ DFTS), DN Asthon (Netison), S.H. Upton (Ralingh), M. Ward (Comcen Southwick), T.S. Daly

SUPPLY AND SECRETARIAT

To CPOWTR - D.S. Connolly (Captain SM2). To CPOSA - D.B. Paterson (Culdrose)

SUBMARINE SERVICE

To CPO(TSSM) C.C. Faulkner (Loan CDA ADAC)

To CPOMEM(M) - G J. Howard (Neptune SM1), A. Duffell (Reputse PORT), J.R. Paterson (Tratagar Captain SM2)

FLEET AIR ARM

To CPOA(METOC) N.A. Hill (Invincible). To CPOA(AH) S.N. Scarlett (FIFA Argust. To CPOACMN - M. Cook (845 SQN

To CPOAEM(R) - G.A. Hendy (Osprey). GJ. Tyson (815 FLT 202 Exeter), R.M. Jones (845 SQN Heron)

ACTING CHARGE CHIEF ARTIFICER

AUTHORITY was issued by Captain Naval Drafting in February for the following ratings to be advanced to Acting Charge Chief Automatics

To ACCMEA - J McIsaac (Sultan). To ACCWEA - T. McCabe (STMA

CHIEF PETTY OFFICER ARTIFICER Captain Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer which were made by Commanding Officers in February:

Lt Cdr Stephen Robert

LI Cdr Duncan Laurence Potts as CO, HMS Brilliant, in

Malcolm as CO. HMS Bicester.

February 19

the rank of A/Cdr.

To ACPOCT(L) - D.S. Wynne Jones (FINU)

Deaths

WSTD Elizabeth Lancaster, HMS woble Jan 29, aged 25 POMEA Matthew Forder, HMS Nelson.

Vice Admiral Sir Stephen Cartill KCB, CB, DSO, tast British Chet of Naval Staff India (1955-58), Served 1920-59, Ships: Nortisk, Duriedin, Hood, Galates, Hambleton (CO 1940, Farndale (CO) which sank talian submarine in 1942, Quillam (CO and Capt 4th Destroyer Flotilla), Chief of Staff to Admiral Lord Fraser (C-in C BPF) 1946, CO Escellent, Bustrious, Honorary Vice Admiral, Indian raive, Feb 9, aged 93. Rear Admiral Clarence (Johnny) Howard-Johnston CB, DSO, DSC, ASW Specialet, served 1977-55, Ships: Repulse, Barham, Tarantala, Viscourt (CO), Makolein (CO), Became one of most successful escort group commanders in Battle of Atlantic.

p commanders in Battle of Atlantic clor of Admirality Anti-U-boat Div. 1943 proup con

ars: Dec

RAF Edzell). Te ACPOMEA - M.D. Barnes: (Sultan) -, A.J. Beaumont (Battleave), S. Braham (Neptune NT), M.G. Cawood (Brillant), C.J. Gibert (Truiless), D.C. Mine (Portsmouth FMRO), A.J. Morgan (Southampton), N.W. Nettoon (Inniegae), K. Parton (Tratelas), S. Into CPOMEA - R. Clarkson (Tratelas), S. Wotoon (Staten).

To ACPOAEA(M) - J.G. Nomis (810 SON

HMS Bermuda (CD post war), Vermon (CO), HMS Bermuda (CD post war), Vermon (CO), CoS to FO Central Europe: Aged 92. Edward Thomas OBE, DSC, RNVR, Naval intelligence officer on staff of Covit Code and Cycher School, Betchley, SO (Int) to C in C Home Fleet, Admiral Sir Bruce Fraser, 1943, Aged 77. Broan Emmence or CPOWTB and

Bryan Emmence, ex-CPOWTR and reident of RN Witters Association for 14

Edwin (Ted) Percival Chowles, ex-LS, Edwin (Ted) Percival Chowles, ex-LS, AS submarives Surf and Utimatum, mem-r N2 branch of SOCA Dec. 30. Wittiam (Bill/Jock) McCurdle, served

CHARITY COMMISSION **ROYAL NAVAL DIVISION** MEMORIAL CHARITY

The Charity Commissioners have proposed a Scheme for this Charity. Copies of the proposed Scheme may be obtained from them (ref:

VFC-262717-01951-SC) at Woodfield House, Tangier, Taunton, Somerset, TA1 4BL. Objections and suggestions may be sent to them within one month from today the 1st day of March 1996.

THE ASSOCIATION OF **ROYAL NAVY OFFICERS** Patron

Her Majesty The Queen

ARNO, the Officers' Charitable and Social fellowship, in open to all Serving and Retired Commissioned Officers of the RN, RM, WRNS, QARNNS and their Reserves.

Formed in 1925, AENO's primary purpose is to assist Members including Honorary Members (the widows or former members) with grants and bursaries from the proceeds of its assets which exceed £1 million, wherever there is a need.

Today the financial advantages of membership comfortably exceed the annual subscription (£10 per annum of £150 for Life) and include: "House Purchase Generous cash payments with mortgage and with Life Assurance, and competitive conveyancing costs *AA Membership saving up to E80 per year *Legal & Medical Consultations at free or favourable rates *Trade Discounts of up to 33% in a wide narge of services including insurance, travel, medical, jewellery, wises and many more. ery, wines and many more

A List of Members and a Year Book are issued, and ARNO organises: "Regional Social functions and group holidays, "a list of members worldwide who would like to exchange homes for holidays "Social introductions " Mail redirection "Swords and uniform items for sale "an ARNO credit card. For membership application form complete the following:

To: Lt Cdr I. M. P. Coombes RN, ARNO, 70 Poechester Terrace, London W2 3TP. Please send me details and a membership application form.

Points

THE following list shows the total points of the men and women at the top of each advance-ment roster for Petry Officer and leading rate as at March 1996.

as a March 1990. (Int) indicates that person-nel can be obtained before they are eligible to receive ment points or before the roster can be adjusted to take account of them. This

To CPOAEA(M) - D.J. Truss (RNAS

To ACPOAEA(R) - J.F. Leese (829 FLT 246)J.P. Thompson (Osprey).

To CPOAEA(R) - P.J. Wright (849 SON B

FLT). To ACPOWEA - A.L. Bown (Neptune SMT), M.J. Coller (Invincible), D.R. Longley (DG Shot Portland). To CPOWEA - R.M. Broknell (York), L.M. Clayton (MOD DGSS Portsmouth), F.G. Freeburn (Treless), L.J. Frost (Invincible), M.J. Harvey (Forest Moor), P.B. Hogins North-meterland), D.J. Pierson (Drake CFM), G.J. Wahans (Collingwood). The Competition

To CPOWCT(L) - G.C. Bennett

HM submarines on China Station and throughout WWII, including HMS Clyde, Mata, Served post were in RN2N and SCC. Member of NZ branch of SOCA, Nov 15. Ea-CPO Peter (Dicky) Bird, served 1928-68, Shipe: Foresignt, Athendone, Burghoad Bay, Loch Fyne, DTS, Aged 75, in Australia.

Burghead Bay, Loch Fyne, DTS. Aged 75, in Auttralia. K. Smith, served HMS Cossack 1949-51, member of HMS Cossack Association and Bh Destroyer Association. Dec. 24, aged 64. K. Kniverton, served HMS Glendower, member RN DE MS. Association. Dec. 30. E. E. Clarke, served HMS Glendower, member of PRI DE MS. Association. Jan. 2. James Wilfred Stephenson, ex-AB, served Colingwood, Paladin, member of HMS Paladin Association. Dec. 31, aged 70. D. J. Cerk, ex-LTO, served 1940-47. Shork Addel, Galatea, Jan. 7, aged 75. Li K. J. Melvin, served 1942-57. Ships: St George, Colingwood, Beltast, King Alfred, Wole, Britks and Vigo, Dec. 22, aged 72. Frederick Davles, ex-LSg. Shipsi Tad-cursace, Pickle 1944 & 1954. Member of Agenves Association. Jan. 10.

perines Association, Jan. 10. Alex Kyle, ex-AB. Ships: Myrmidon and ave: 1545-47. Member of Algerines Wave

sociation Jan 3. Dennis Climer, ex-AB HMS Lightbool 44-45. Member of Algerines Association

c. 24. S. W. (Pete) Wakefield. Ships: H

W. (Pete) Wakefield. Ships: Haro. Gosling and HM submarine Umbra. Dec 24. Charles W. Parsons BEM. es: CPOCCA. 1937-66. Ships: Swithsure. Beflast. Delight. Columna. Alsine. Jan. 18. aged 74. George Dabe. es: (A/PM. Served in 807. NAS. HMS Theseus. Korea. Jan. 28. Gerald Hedson. ex: Southan Gurnes. 1943-46. HMS Shelfield. Jan. 14. aged 70. Albert Cain. es: LTel submariner. member of Blackpool and Fylde SOCA. Boats: Until Moore. ex: Stoker. member of HMS Diadem Association. Jan. 23. aged 85. Cyril Moore. ex: Stoker. member of Plower Class. Corvette Association. Ships: Plooknose. Beflast. Jan. 10. aged 80.

Rockrose Berlatt Jan. 10. aged B0. Herbert Harry (Spike) Hughes, ex-RM Muscum and MAA. Survivor, HMS Spartan (Anzol). Other ships: Reputse, Floyal Sovereign, Emerald HN2N 1946-04. Doc.

22, april 76. Bertram Prince King BEM, joined RN 1924 Ships: Valant, Windsor, Etlingham, Boadcea, Saladin, Crustader, Also Western

Douglas William Hemmings, served 1934-69 Ships: Nelson, Revenge, Victorious,

oadsword, Berwick, Nov. 18. Fred Perkis MIE: Nov. 11. Harty Houtt, ex. CPO(A), served 1940-46 d RAN 1948-54. Charman of St Heleri's

arch, FAA Association. A. E. W. (Brumas) Elliott. es FIMRIN OME), served 1936-58. Ships: Drion, selfield, Policick Bay, Jan. 8. aged 78. William John (BIB) Russell DEM, dx-PO, served 1926-55. Chris Fleet leafter-eight champion 1930. Aged 85.

ASSOCIATION OF RN OFFICERS

Cdr H. C. R. Alexander. Ships: Royal A, Hacla, Vindictive. LI W, Beamlish, Shipe: Sparrow, Jupiter. arevual, Meon, Cambridge, Angre, Ark

Lt Cdr J. Best. Ships: Loch Lamond-elicome, Vanguard, HMNZS Philomel. Lt Cdr (S) D. G. Bevan Ships: Pembroke.

nes, Fulnar, Bulwark, Li Citr R. G. M. Campbell, Shipin, Kanya, moord, President, Eagle. Li Cotr (E) R. G. Glenn MBE: Shipe endern, And, Redgatek, Bustrous, Cotr V, Harcourt-Smith, Shipis: Michael, Date Date Statement, Smith, Shipis: Michael,

val Prince, Victorious, Victory LI Car E. C. Hill MVO. Ships: St Angelo.

ecous Britannia Capt (I) A. E. Johnsten CBE, Ships-hiles, Republic Coden Hind, Vanguard, LI A. E. L. Laws Ships, Northerny IV.

н d. Indefatigable. Surgeon Rear Admiral R. P. Phillips CB.

BE, VRD, RNR, Ships: Rochester, Ganges Dolphin, Daedalus, Surgeon Cdr A. W. W. Robinson, Ships:

Ark

Ark Royal, Terror, Daettalan, Li Cdr N.W. Rockingham, Ships: Royal Oak, Sufok, Australia, Cerberus, Cdr J. E. Smallwood CBE, Ships: Achilles, Peregrine, Bustrious, President,

LI Cdr (E) T. J. Strong. Ships: Condor. Inon. Daedatus. Osprey. LI Cdr. (E) D. R. Young. Ships: Scythian.

BOYAL NAVAL ASSOCIATION

The deaths have been notified of the lot Towing stigmates: Emile Cross, president, Preston, vice president No. 10 Ana, life member Leyland, Wetran of Antand (HMS Thunderer). Asia HMS Caro, Feb 5, aged 94. Douglas Gorden Smith DSM, Unbridge Ex-POCIDXN RN Coastal Forces, MID twice secure 1934-49.

12 1934-49

1954-42 neth Kingsmill, chairman Joh-urg Ex-PO(R), served 1955-57 Armada, Cleopatra, Gassandra Jan 9 Ken annesburg, Ex.P. Ships: Armada, Superb Jan, 9

eans that personnel are advanced in "bas ate" order. Dates shown against "int", ro rs are the basic dates of the top eligible pe ters are the basic dates of the top eligible per-sonnel. The number following the points (or basic date) is the number of men who were advanced during february. CCMEAML 291, NE CCMEAEL - 108, 1; CCMEAMD - 103, NE CCMEAEL - 108, 1; CCMEAMDO - 101, 128, 11, 951, 12 CCMEAMDOSM - 243, NE CCMEANDOSM - 392, NE CCAEAM - 261, NE, CCAEAR - 202, NE CCAEAM - 261, NE, CCAEAR - 202, NE, CCAEAM - 262, NE, PO(M), 352, NE - PO(M), 0, -207, NE, ES(M), 352, NE - PO(SEA), 510, 2; POCY - 518, NE, LRO(T) - 510, 1; PORS - 532, 2; LRO(G), 318, 1; - POSE, 3, POWEM(R)(SM), 252, NE - POMEM(N), CS3, -616, 1; LMEMMM), CS3, 26 - POMEM(N), CS3, -616, 1; LMEMMM), CS3, 27 - POMEM(N), CS3, -616, 57, LMEMMM), CS3, 20 - 216, 3, POWEM(R)(SM), 210, NE, LWEMA(O) - 210, NE, LWEMA(O)

D. J. (Mick) O'Hare, lounder member and andard bearer, Harwich & Dist. Ex-Mine

andard beaver, Harwich & Dist, Ex-Mine, n. 29, aged 74. Gordon Lowery, chairman, Chichester d chairman No, 3 Area, Dec. 11. Southern

Bob Morgan, kunder member, Southern Ontario Served 14 years. Ships: St George, Uganda, Arethusa, Consort, Nairana.

Ugeroa, Anterusa, Consort, Namana, Member d'Consort Association.
 William (Ginger) Corrigan. St Helemi.
 Ex-Stoker. Shipt: Vienna, Scourge A. Cadele. Maidtone, served 1901-53.
 Ships included Norlolk in Battle of North Conser. Available.

Ships Included Nontox in teame or non-Cape Aged 81. Robert (Bob) Exglesion, ex-QMS RM, standard bearer and branch delegate, Woking and komer scientary treasurer and standard bearer, RMA Guildford, Served 1947-70, Chatham Div, Korean War veteran.

ed 64

1947-70, Chatham Div, Korean War weteran, Aged 66. Jack Walten, Iseutenamt RN (retd), Stratford-upon Avon, Jan. 16, aged 77. J. T. (Jack) Griffithas, Saftord Jan. 8. Thomas (Tom) Screen, as PO Stoker, life member and former secretary. Streenburg, and president of Streenbury branch of Burma Star Association. Shipe: Sevet, Icanus, Dec. 21, aged 75. Ron Licence, Mexborough. Aged 71. Betty Hands, as WHNS, Ramsey (tale of Man), Jan. 11, aged 78. Rischard Coulson, weitare officer, Leyland, Jan. 2. John Amold (Arnie) Bentley, Wakefield. Swordlish aircrewman 1940-46. Served Mata, Batte of Atlantic and Arctic in camers Kestnel and Vulture, Jan. 3, aged 73. A. Martin, Maidatore, er CPO, served 1924-56. Atlantic and Russian convoys. Aged 15.

Ronald William Onley, as OEA(1). Hastings. Served 1946-68 including Korea. Dec. 25.

cc. 25. Charles Edward Ashton, ex-L/Sig, Sistings: Served 1941-46 including Russian rvoys and Burma, Jan. 8. George Woolard, ex LS, kunder member onen: served 1937-46. Ships: Wildfee, syal Sovereign, ML 488, ML 572 (iberation Charnel Is.). Aged 75. Evaduate Judie: an Ships: Uldividui.

Frederick Fuller, ex-Stoker, Uxbridge, wed 1942-46.

Harry Close, Hartlepcol. Shipt: Cavaller, cia; Prince of Wales survivor. Jan. 25. aged

Jen Hogan, Alterton, Peter Wakefield, associate member gan SSAFA worker and expanatrooper

John Philip Jackson, Wallasey, ex Seaman RN Patrol Service, Shipt Watchman, Frumetheue, Stag, MFV 1078, Aged 72.

ship

G. Barret, ex-SBA, served in hospital ps in WWII. Aged 76.

POWTRIGS) - 309, 1: LWTRIGS) - 236, 2: POMA - 413, NE LMA - Hr (13.9.94) NE PO(SISIM) (0) - 419, NE LSG(SIGH - 536, NE PO(TSISIM) - 346, NE LSG(SIGH - 536, NE PO(TSISIM) - 346, NE LSG(SIGH - 536, NE PORSISM - 532, NE LRO(SM) - 741, 6: LMEMIN(SM) - 241, NE LMEMIL(SM) 140, 16, 7, 302, NE POMERI(M)(SM) - 741, 6: LMEMIN(SM) - 251, NE LSG(SM) - 535, NE POMERI(SM) - 590, NE LSG(SM) - 535, NE POSISM) - 590, NE LSG(SM) - 530, NE POSISM) - 590, NE LSG(SM) - 530, NE POCK(SM) - 141, NE LSG(SM) - 503, NE POCK(SM) - 141, NE LSG(SM) - 503, NE POCK(SM) - 141, LLCK(SM) - 503, NE POCK(SM) - 151, A, LLARNO, 1122, TE POCK(SM) - 151, A, LLARNO, 1122, TE POCK(SM) - 151, A, LLARNO, 1122, TE POCK(SM) - 151, TE LARNO, 1123, TE POCK(SM) - 151, TE LARNO, 1123, TE POCK(SM) - 151, TE LARNO, 1123, TE POCK(SM) - 152, A, LLARNO, 123, NE POCK(SM) - 152, A, LLARNO, 124, TE POCK(SM) - 152, A, LLARNO, 124, TE POCK(SM) - 152, A, LLARNO, 125, NE POCK(SM) - 152, A, LLARNO, 126, NE POCK(SM) - 152, A, LLARNO, 126, NE POCK(SM) - 152, NE LWGTD - 600, NE POCK(SM) - 152, NE LWGTD - 611, NE POCK(SM) - 152, NE LWGTD - 611, NE POWERT - 112, NE LWGTD - 611, NE POWERT - 302, NE LWGTD - 613, NE POWERT - 302, NE LWGTD - 614, NE POWERT - 302, NE LWGTD - 617, NE POWERT - 302, NE LWGTD - 617, NE POWERT - 302, NE LWGTD - 617, NE POWERT - 302, NE LWGTD - 618, NE POWERT - 302, NE LWGTD - 611, NE POWERT - 613, NE POWAEMIN() HE NE LWAEMIN - 161, NE POWAEMIN() HE

Swop drafts

shore base

POWREN(R) A. MacMillan, HMS Gannel s room, ext 4285, will swop for any

Portumouth shore base. POMEM(M) Owen, WO & SR Mess, HMS Dake, drafted HMS Srave, May (must be ADMAINT D/MICE trained), Will consider any Portsmouth TJ242 42 deploying or not. STD Latte HAS Dephini Wardroom bar, drafted HMS Childdingfold, July Will swop for any big ship or Portsmouth shore draft. MEM(L) A. Bailey, HMS Drake CFM (M.2), ext 67126, drafted HMS Argel, April, deploying, Will swop for any Type 23 not deploying.

deptoying. LMEIN(O) Lafterty, HMS Neptune and 3017, duthed HMS Edinburgh, May 14. Will twop for any Scotland dhaft. LS(M) A. Gurney, SD Port Mess, HMS trainoble, BFPO 308, will swop for any Phymouth ship deptoying or not. RO1(6) Rogers, JP Stot Mess, HMS Exetter, BFPO 278, deptoying, Will swop for any ship not deploying this year. STD W. K. Coe, HMS Endurance, BFPO 278, will swop for HMS Invincible or Hustrious.

Introduct. POWTR Fudge, HMS Neptune ext. 6346, i swop for any Portsmouth draft. POCA P. Leckey, HMS Henon Wardmoon dering Office, ext 6055, will swop for any rtsmouth shore base or ship in refit.

HMS

01.

CK Davles, Tratalgar Galley, HMS Raleigh, drafted HMS Campbeltown, March Will swop for any Plymouth ship not deploy

AB(S) Woodhouse (2016). 3R Mess, HMS Gloucester, BFPO 299, will swop for any Portsmouth bilet for resettlement. CK Wickington, HMS Edinburgh, BFPO 277, will swop for any Portsmouth ship developer or not.

ploying or not. LSA R. J. Gregory, Fort Southwick (bil. 855 5328), drafted 820 NAS, HMS istricus, Aug. Will twop for any Portsmouth

March 18. Will swop for any Portsmouth-based minor war vessel except HMS Leeds

tote: LMEM(M) G. R. Paterson, FSU, rtsmouth naval base ext 25086, drafted

Portamouth naval base ext 25086, drafted HMS Lancaster, July 8, Wil consider any sea draft in ship deploying or not.

If in ship deploying or not. LWEM(O) Brian Taylor, Portsmi val base et 22810, drafted F artham, April 30, Will swop for three the

SA1 Dickson, Rosyth ext 64201, drafted MS Invincible, Aug. 28. Will consider any

pe 42 deploying of not. LRO(Q) Jeseph, LXO FOST, ext 67765, afted HMS Childengfold, Aug. Will swop for

AB(M) Evans. HMS Forest Moor, her

Deadlight sinkings

commemorated

4125

1.1

.

British and German personnelsecure U-2329 alongside the tug Masterful before being towed out to be sunk by gunfore.

Society.

Chappell, FSU 01. drafted HMS Manchester

ing or not

MEM(M)1

ype 42 deploying or

787, Nr. LWAEM(WL) - 234, Nr. POWETS -754, Nr. LWETS - 217, Nr. LWTEL - 549, Nr. POWWA - 203, 1: LWWA - 415, 1: POWO HYG - 399, Nr. POWDSA - 9H (17.7.95), 1; LWDSA - 1H (27.7.94), 1; POEN(G) - 1H (11.1.94), Nr. LEN(G) - 1H (25.24), Nr. PONN - 204, 2; POMA(G) - 127, Nr. LMA(G) - 553, Nr.

- 553, NR. PO(AWW) - KH, NE LOM(AWW) - Int (21.10.94) 1: PO(AWT) - HH, NE LOM(AWT) - Int (22.4.95), NE PO(UW) - Int, NE LOM(UW) - Int (18.3.95), NE PO(EW) - Int, NE LOM(UW) - Int (13.9.54), NE PO(EW) - Int, NE LOM(TW) - Int (13.9.54), NE PO(CH) - NE LOM(CH) - Int (13.9.54), NE PO(C) - Int (10.11.94) - NE LOM(C) - Int (21.7.55), NE PO(SSM) - 320, NE LOM(SSM) - Int (24.5.95), NE PO(TSM) - 175, NE LOM(TSM) - Int (29.3.95), NE PO(CSM) - 160, - 400, NE LOM(CSM) - Int (12.9.95), NE PO(VSM) - 600, NE LOM(VSM) - 545, NE PO(VSM) - 600, NE LOM(VSM) - 545, NE - 100, NE LOM(CSM) - Int (12.9.95), NE - 100, NE LOM(CSM) - Int (10.9.95), NE - 100, NE LOM(CSM) - Int (10.9.95),

The Basic Dates guided for the lemale rat-ings in the following categories, which have to examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWGA - 441, NI: POWTEL - 520, NI It should be noted that the number of B13s issued in the temale categories are those advanced from the temale Shore Rester.

01423 567281 ext 4265, will swop for any

LWEM(R) Cundell, HMS Edinburgh, IEFPO 277, will seep for any Devonpent ship, LWWTR Cartiste, HMS Rateigh ent 41284 or 01752 811284, drafted fib²1044 (Saltibury), May 6, Will seep for any Perrouth draft.

LSA Dedman, HMS Herald ext 53537, drafted HMS Collingwood, April Will swop for any Plymouth area draft.

any Physicuth area draft. WEM(R) N. A. Jewith, Barnack Guand, BRNC Dartmouth, S. Devon, TD6 0HJ, draft-ed HMS Neptune, June 7 – WEM(R) or WEM(D) billet, Will consider any southern shore basis, preferably Physicuth area, or any Devorport ship not deploying. CPOWEA(AD) Minett, Portsmouth cPM, Will swop for any Phymouth area shore draft. LAEM(L) Wright, HMS Osprey, tel 01305 Statuek, JaneJuly, Will swop for any Inord-line Ybovii or Portsmouth draft. AB(EW) Field, HMS Newcastle (in refit.

AB(EW) Field, HMS Newcastle (in refit) I swop for any sea draft in Portsmouth Type

LSTD Collin, HMS Dryad ext 4480, draft HMS Henon, April 15. Will swop for any rtsmouth shore base and will consider any rtsmouth ship not deploying.

STD Hamilton, 820 NAS (HMS Bushroux/PNAS Culdrose), deploying 97 Will consider any Portsmouth ship, preferable

PO(5)(5M)(0) Robson, MCTC Col ester, ext 3457. Will swop for any Ptymouth

AOM(C)1 R. Cleaves, 3P Stbd Mess, MS Exeler, BFPO 278, Will consider any

OM(C)1 Dale, Common Plymouth ext Nil, drafted Northwood, April, Will seep for

WWEM(R)1 M. H. Beer, Health Physics oup, HMS Neptune ext 3598, Will consider

Group, HMS Neptune ext 3598. Will consider Psymouth or Portsmouth draft. WEM(0)1 Henderson. Portsmouth EM2 Group, Portsmouth navai base ext 22009, will swop for any Psymouth shore base.

WEM(0)1 O. J. Whitehall, Portsmouth EM2 Group. Portsmouth neval base ext 22009, will swop for any Plymouth shore or one deal

sea dat. STD1 J. R. Kelley, 3E Mess. HMS Edinburgh, BFPO 277, will swop for any Portsmouth or Phymouth ship. LCK Ho, HMS Alderney, BFPO 203, draf-ad HMS Dryad Catering Office. May 1. Will swop for HMS Nelson or Heros. CK Medican Lake Advance 0500 Std.

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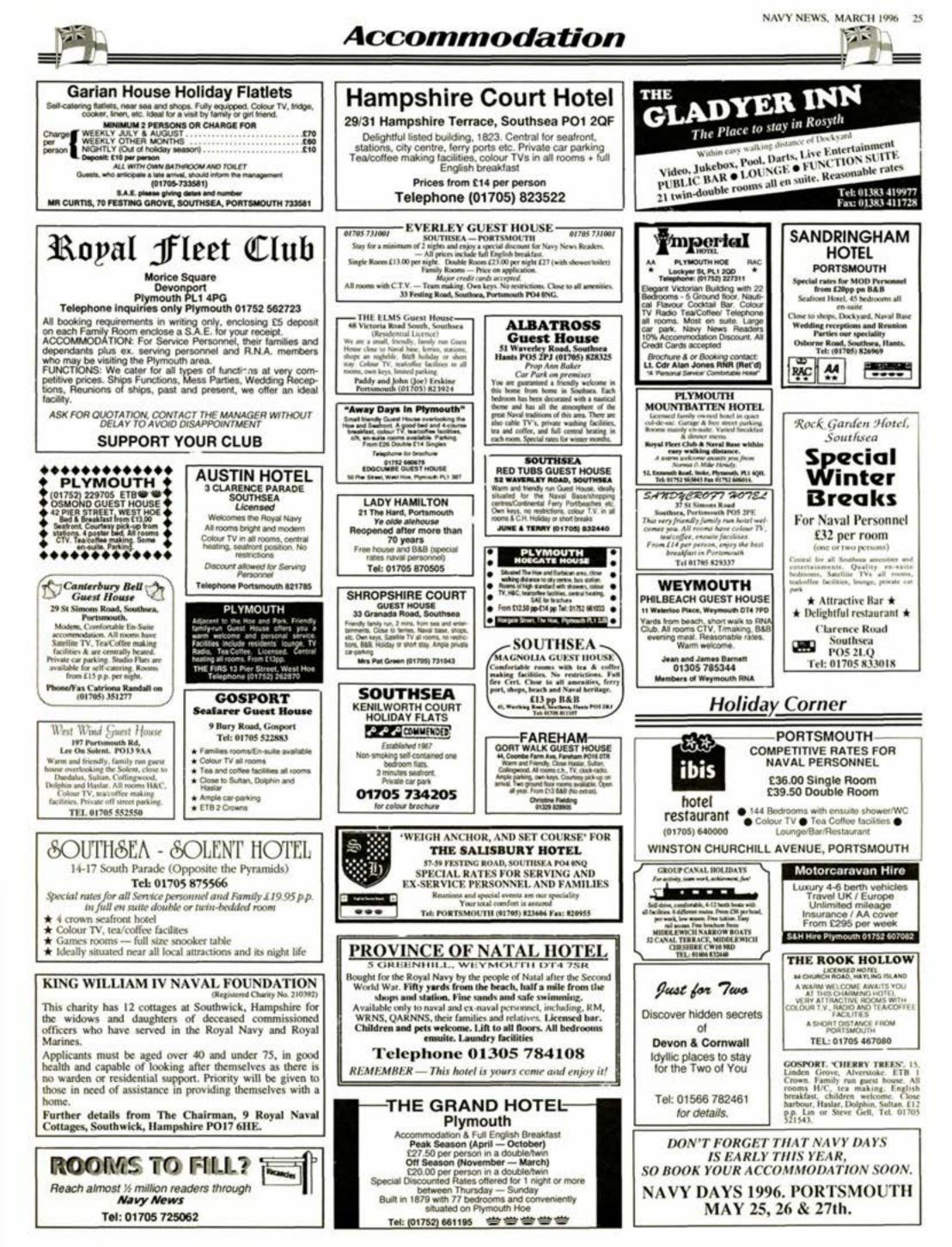
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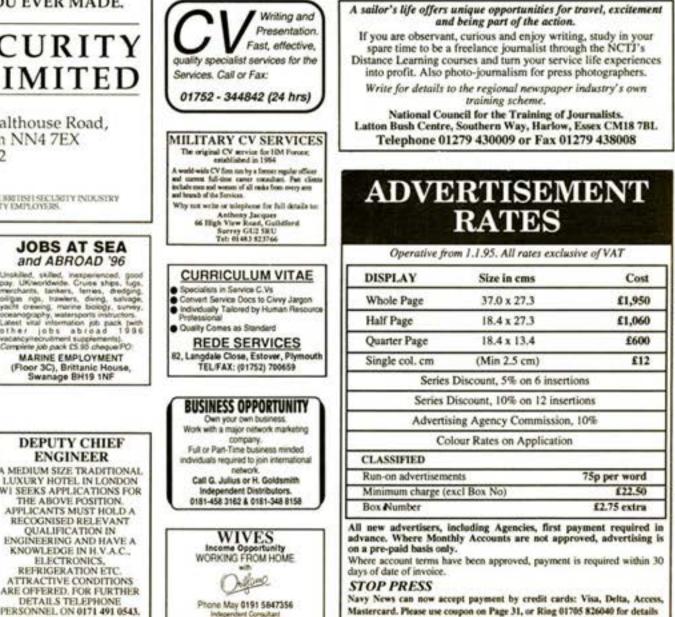
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VENAS the oner that ights the Gulf

A LITTLE KNOWN British charity stands at the heart of shipping operations in the Arabian Gulf.

Middle The East Navigation Aids Service (MENAS) works to ensure ships' safe passage through one of the busiest waterways in the world and is accepted by all the coastal Gulf states except Iran.

Apart from the narrow deep water channels, which at their deepest are only 40-50 fath-oms, between vast areas of shoals much of the Southern Gulf has depths of up to only 20 fathoms. Even the earliest records, dating from several hundred years BC, make men-

tion of navigation aids. MENAS, as the present day successor to these ancient mariners, can trace its antecedents to just before World War I when the Royal Navy changed from coal to oil burning ships. This increased traffic considerably and a for-mal system of navigation aids was introduced.

At that time the Indian Government took control, vest-ing the collection of dues in the Basrah Port Directorate who were also given responsi-bility for maintaining the 'lights'. This continued until 1948,

when political changes throughout the Gulf and India brought a period when the British Government reluctantly assumed control - but in 1949 the BPD gave three years' notice of their intention to cease their involvement.

Following a suggestion from the Anglo Iranian Oil Company, a non-profit making company,

the Persian Gulf Lighting Service, was formed and in January 1950 took over all the assets of the existing service. MENAS, as it is now known, was born and established a base in Bahrain.

As directors, representa-tives of major shipping compa-



Capt Andrew Ritchie

nies in the Gulf were appoint-ed, plus two from the Board of Trade, who fell away after the company was fully established.

A new light tender ship, the Relume, became fully opera-tional in 1954, 1972 saw trhe the modernisation of the two Decca Chains and the station buildings and in 1978 a new vessel was completed, also called Relume, which is still in service.

MENAS is now developing a differential global positioning system to ensure the most up to date aids are provided. It is increasing its activities as International Maritime Organisation sub co-ordinator for Area IX, which involves administering a system of notices to mariners and radio navigation warnings to ship-

ping. The Service is unique among lighthouse authorities because it has no national sponsor and as such is only an associate member of the International Association of Lighthouse Authorities. It is also unusual in that it

manufactures the gas it uses

to power many of its lights. MENAS is run by four staff at its London office and 86 in Bahrain, while the Relume has a crew of 33. Bahrain operations are managed by Captain Andrew Ritchie, who retired as Captain of HMS Dryad at the

end of last year. In 1954 MENAS provided 50 navigational aids. Now it has nearly 500, including light buoys, lightfloats, light bea-cons, radar beacons, a Decca chain of four stations in the chain of four stations in the southern Gulf and a manned lighthouse with a radio beacon on Quoin Island.

As well as providing physi-cal aids to navigation, through a mixture of secondments and cadetships it regularly trains junior officers of the Royal Navy. Similar secondments are accorded to officers from Gulf States navies with longer cadetships for Bahrain Harbour and Ports Merchant Navy Officers.



MV Relume, the MENAS light tender ship at Quoin Island, Oman.

'A UNIQUE INFLUENCE ON • From 'First's Report', a personal video message by the First Sea Lord Admiral Sir Jock Slater, recorded in February and released to the Navy this month Navy this month.

IF THERE is one disadvantage of being First Sea Lord, it's one you'll hear from most of us in Whitehall – that 6 I don't spend as much time at the front line as I would like. So, during my term I am determined to keep my finger on the pulse, hear your views and concerns, and keep you as well informed as I possibly can.

Informed as I possibly can. With more than 90 per cent of our trade coming and going by sea, Britain is still a maritime nation – and as I constantly remind people, needs the Royal Navy as much as ever. Meanwhile, despite the extra security we can all feel since the end of the Cold War, the strategic situation remains cloudy and unsettled. We are already busier than ever, and no-one knows where we may be called upon next. And all of this is taking place against a backdrop of reduced budgets, leaner manning and gapping. In the Guil, the Armilla patrol has now moved into its 15th year, and this is likely to continue as long as the UK remains dependent upon oil from the region. During the past three years, we have been more or less con-

During the past three years, we have been more or less con-stantly at work in the Adriatic.

We have passed major milestones. There was the first Trident patrol by HMS Vanguard and, even more recently, HMS Victorious has taken the Navy's first sub-strategic missiles to sea. As usual, the West Indies guard ship has been very busy, help-ing in the aftermath of Hurricane Luis and with the threatened eruption of a volcano in Montserrat. And on the narcotics front, HMS Brave seited draws worth more them C110m at closed level. HMS Brave seized drugs worth more than £110m at street level in her first two weeks on patrol. With these current commitments – and who knows what other

This these current commitments – and who knows what other commitments we may have to face tomorrow? – it is vital that the strength of the front line is preserved. This makes our policy of "front line first" so important – to give you the equipment you need to provide our three core capabilities: • The sea control and power projection which comes from carrier borne air nower. rier borne air power.

 The ability to project power ashore with amphibious forces.
 The potent hidden power of our nuclear submarine force.
 Although the escort fleet is smaller, the ships we have are modern and of impressive quality. It is a similar story with minor war vessels and the ships of the Royal Fleet Auxiliary, all of which are supported by the hard work of Naval Support Command – 80 per cent civilian manned and managing to keep the Navy at work in the face of a major period of fundamental change in their own

organisation. People generally are unaware of how much the Navy does for

the country and just how hard we work. In fact, I know that many of you have been working extremely hard under tough conditions. Regrettably, we have been forced to breach the harmony guide-lines, and I am aware that some of you have spent less time at

'We are the biggest, most balanced maritime force in Europe . . .'

home than you or I would like. The fact is, the Navy is fully tasked. In 1991 there were five destroyers or frigates available for each task. Today, it is just three. That said, I would much rather the Navy is seen to be under

pressure than under employed. There are, of course, fewer people to fulfil our tasks – just over 48,000 now. This means that more is expected of every one of you.

Gapping is a key concern, and we have stepped up recruiting to attract the additional people we need. However, I am pleased with the speed at which the Second Sea Lord's personnel and training department has merged with the Naval Home Command and the Recruiting and Training Agency is an exciting flagship for the Government's partnership programme with industry. Of course, we have to be very careful that our proper concern

for increased efficiency and economy in peacetime does not com-promise our ability to deliver in war.



Admiral Slater with members of the Gibraltar Squadron, enjoying his first experience of a P2000 patrol craft. With him off the Rock in HMS Trumpeter are (left to right) Lt Cdr David Bryant (COGS); Maj Gen Simon Pack (CBF Gibraltar); Lt Dick Morris (CO, HMS Trumpeter; Capt Jamie Miller (Naval Assistant); AB Keith McIlraith; and PO Ashley Watson.



Which is why our newest acquisitions are so important to the front line.

The new FA2 Sea Harrier, with its 'look down, shoot down' radar and advanced medium range air to air missiles will soon be the best fighter package in Europe.

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We are also buying a batch of the formidably accurate Tomahawk land attack missiles for deployment in our nuclear submarines.

Meanwhile, our new helicopter carrier HMS Ocean will soon

forces are a key element in joint operations. While we continue to digest and implement the recommenda-tions of our various reviews, our planners are already at work on

the Navy for the next century. Adapting to the new international circumstances has brought with it turbulence and uncertainty. We have had to change to keep pace and much of that change has been for the better. One of the certainties to emerge is the continuing need for a premier league maritime force and, as such, we have a unique influence on the world stage.

influence on the world stage. We are the biggest, most balanced maritime force in Europe and ship for ship, marine for marine, sailor for sailor, the best in the

I aim to keep it that way.

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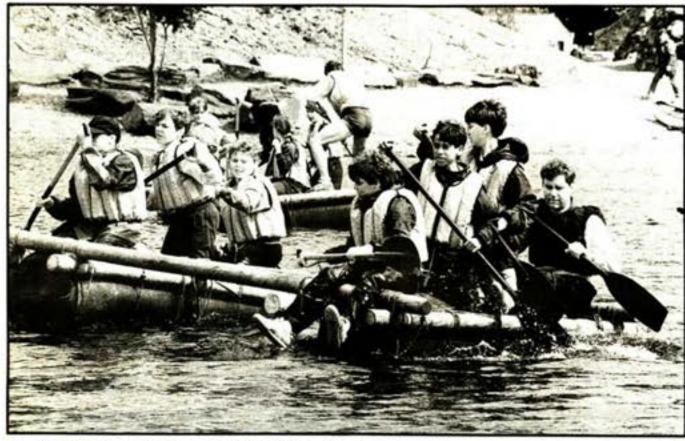
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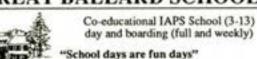


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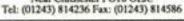
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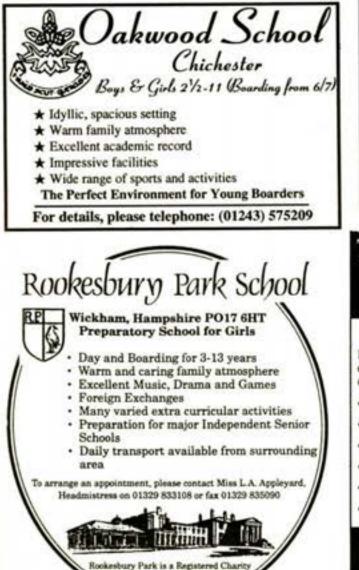
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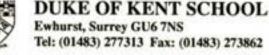
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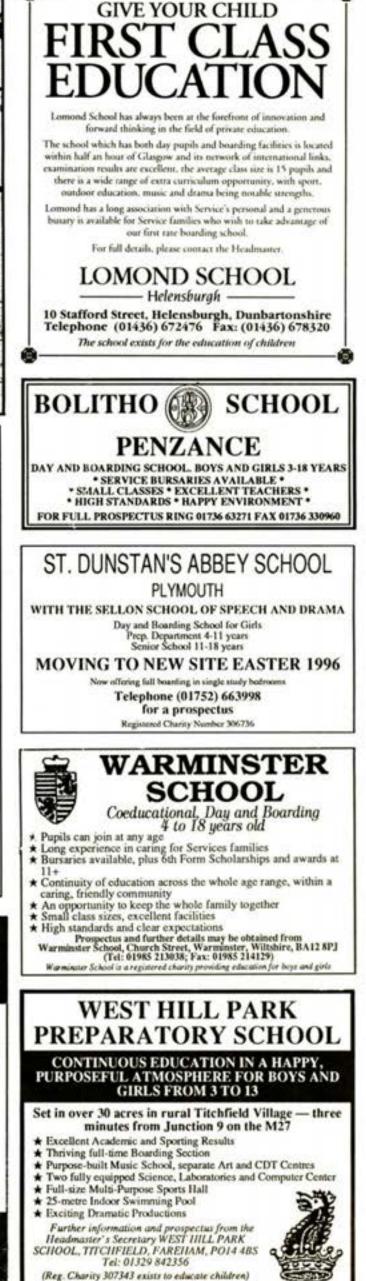
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34 NAVY NEWS, MARCH 1996 SOCCER TEAM AND RIDER SINGLED OUT FOR AWARDS

THIS YEAR'S top Navy sports awards have gone to equestrian LWren Jane Willens and to the Royal Navy football team.

Having joined the Service in 1978, Jane, now serving at FONA HQ, Yeovilton, first competed at Navy level in showjump ing and eventing the following year. Since then she has been a pivotal member of the team, progressing to become showjumping manager

A high point of Jane's career was last season's Rhine Army Summer Show, when, on a borrowed horse, she won the Victor Lugarden Trophy as best com-bined training and showjumping competitor. It was first time the honour had gone to the Navy. Jane's has lent her horsebox

and other equipment freely, and allowed others to borrow her horse. She is also generous in her encouragement of new riders.

"She is an inspiration to those around her," said her NATO Cup citation.

In their citation for the RN and RM Sports Control Board Cup, the Navy football team's consistent excellence - three Inter-Services Championships in five years - is highlighted.

The skill of the team was also evident in the two intervening years when it was finalist and then winner of the prestigious South West Counties Cup, in which 12 counties compete,

Exceptionally strong team spirit has flourished under the adership of coach WO Ton Johnson, and his loyalty (200 RN appearances) is praised, along with that of CSgt Tiv Lowe (150), CPO Steve Johnson (150) and PO Steve Riley (100).

The example of these players, their experience and their will-ingness to help the younger members of the team did much to ensure cohesiveness. Nevertheless, the dominance of Inter-Services football was very much a team effort reflecting a strong will-to-win in all the players "Throughout the season, the

team's conduct on the field was exemplary and the sportsman-ship displayed was the subject of frequent very favourable com-ments. Off the pitch, the team were also excellent ambassadors for the RN," the citation stated.

HMS DAEDALUS won this year's Portsmouth Area Volunteer Cadet Corps net-ball tournament, fiercely ontested by half a dozen ides at HMS Dryad. The eam from Collingwood were runners-up by a single point. Capt John Lippiett Captain of HMS Dryad, pre

IN THEIR second match of

the SW Counties football championship, the Navy were

keen to build on the success

at Gwent, and in an enter-

LMEM Peter Gamble (South

ampton) opened the scoring in

the seventh minute, heading home a corner taken by Dol-phin's LPT Paul Willetts, Willshire equalised, but POPT

Steve Riley (DNPTS) then restored the lead with a shot from close range after the Wilts

defenders failed to clear AEM

Craig Robinson's (Heron) cor-

Pressure

The county side kept up the pressure, but CPOWEA Steve Johnson (Sheffield) scored to make it 3-1. The deficit was reduced to a single goal five min-utes later after the Navy conced-

Danks.

incr.

Club bowled over



Mr Mike Stocks, of Navy cricket sponsor, Bull, looks on as Vice Admiral John Dunt (RNCC president) accepts a further boost for the club from Mr Mike Scott, of Sportsmatch.

NAVY REIGNS SUPREME IN CANOE POLO

WHEN the RAF Cranwell pool sprang a leak - or some such problem - shortly before the Inter Service Canoe Polo Championships were due to be held there, the venue was switched to HMS Cochrane instead.

Lt Brian Mountjoy stepped in as organiser and had the satisfaction of seeing both Navy men's teams reach the semi-finals and Navy A win

emphatically overall. This year, the sixth the competition had been held, included a ladies' event for the first time. It wasn't very well supported, but it is hoped it will come into its own at the next champi-onship, to be held at Devizes.

Opportunities

RN B reached their semi-final against RN A having been their only opponents to score against them through the bud by out the tournament. But RN A gave them few opportuni-ties in the semi-final and won it 6-1.

In the other semi-final Army A beat RAF A 1-0. RN A carried out a clinical destruction of Army A in the final, winning it 9-0. In the ladies final the Army beat the RAF 7-

The Navy A team com-prised LWEM(R) Ally Ram-

say (Neptune), Mne Ernie Rosenquest (Neptune), LAEA Gus Gusterson (Daedalus), Mne Dougi McDonald (RM Arbroath), and Cpl Nick Redshaw (RM Stonehouse).

Redshaw (RM Stonehouse). Canoe polo is usually played in swimming pools between teams of five play-ers. Goals are scored by throwing a football – or flick-ing it with a paddle – into a 1.5m x1m metal-framed goal, buon 2m above the water hung 2m above the water. Players wear helmets with wire visors and padded buoy-ancy aids for protection. It is not a game for the faint hearted!

Forthcoming fixtures in-clude: May 18, RN cance polo championships at HMS championships at HMS Raleigh; June 29, Inter-Service championships at Devizes; July 6, Hull Open International; July 27-28, Combined Services team to play in the regional champi-onships. • Anyone interested in the sport should contact Lt Brian Mountiov on HMS Neptune

Mountjoy on HMS Neptune ext 6412 or LWEM(R) Ally Ramsay on HMS Neptune ext

NAVY Cricket has been granted £2,500 by Sports-match, a body funded by the National Heritage Department, with a brief to foster cricket at grass roots level.

This money is in addition to the £6,000 the club receives each

the bodd the club receives each year for new equipment from Bull Information Systems. And to cap it all, the RNCC has announced that Les Lenham, ex-Sussex county play-er, now regarded as one of the country's four top coaches, is to

join up as coaching consultant. CPO Paul Barsby, RN cricket captain, said Bull's generous and continuing support, the money from Sportsmatch and the new coaching consultancy combined to give the club a great boost. Said Mr Lenham, " There's a

great deal of cricketing talent within the Royal Navy and I am looking forward to adding what experience I can to the club. Many young men joining the Navy have played cricket to a high level at school and, indeed, county and even junior international level.

"Paul and I will be embarking on a tour to encourage both those talented players and others with little or no previous experi-ence to join and actively partici-pate in the club."



Something to crow about

HMS INVERNESS' football team gave an impressive per-formance to triumph over the much-favoured HMS Walney side in the Third Mine Countermeasures Squadron's Squadex sports event, held at RAF Macrahannish.

Commander MCM3, Cdr James Humphrys, presented the Squadron Cock Trophy to "Celtic daft" LCK Bernie Cresswell, captain of the winning team.



Portsmouth Command winning table tennis team – with competition organiser LPT Dick Treacy (left) and Capt. Charles Crawford (third left) are CPOWEA Pete Eggbeer, LPT Filo Beddow, POWEM(R) Steve Reilly and CPOWEA Steve Berry.

Collingwood pip Nelson for Command team title

PORTSMOUTH Command table tennis championships took place at HMS Collingwood and although several Navy representative players were unable to attend there was a good turn out of both male and female players.

RN Women held their own nter-unit championship and HMS Sultan pipped the home side for first place. Dryad came third, followed by Daedalus, Nelson, Drake and Neptune.

In the men's team event Collingwood and Nelson battled for supremacy, with Collingwood emerging as overall winners by a single point, Sultan and Excellent were joint third and Dryad fin-

The men's singles final saw top seed POWEM(R) Steve Reilly (current Navy No 1) defeat No 2 seed CPOWEA Taff Reha in

ished fifth.

straight sets. They met again in the doubles final. Reilly and partner CPOWEA Steve Berry narrowly defeated Reha and CPOWEA Pete Eggbeer in three sets.

Thanks go to Capt Charles Crawford for hosting the event and presenting the prizes and to LPT Dick Treacy for organising the committee the competition.

The Inter-Command and Navy Championships will also take place at HMS Collingwood on March 9 and 10. Players of all standards are encouraged to attend. For further details contact LPT Dick Treacy (Colling-wood ext 2233 / 2625) or CPO Taff Reha PNB ext 23646/ 25311.

INDOOR HOCKEY

IT WAS not to be the Senior Service's year at the Inter-Service Women's In-door Hockey Tournament, despite the fact it was host-ed by the Navy at HMS Collingwood. The Army won the event – having besten the RN 6-3 and the RAF 1-0 on penalties – and Fit Lt Julie Parry RAF was named best player overall.

Wiltshire came strongly into the second half and the game flowed from end to end. But in the 70th minute Sgt Russ Wilson (CTCRM) scored the evening's taining game beat Wiltshire 6-3, writes Lt Cdr Jim best goal - a fine glancing head-er. Goals from CPO Will Flint (Heron) and POPT Nick Haigh (Collingwood) in the last ten minutes brought up the half

Rewarded

dozen.

Consistent pressure from the Prison Service in the first half of their match against the Navy at Newbold Revel was rewarded with a goal just before half time. Two fine chances to increase that lead early in the second half were denied by OM lan Thompson (Neptune), making his debut in the Navy goal. The Navy rallied with two goals in as many minutes, courtesy of Johnson and Haigh, to win the match 2-1.

On a bitterley cold afternoon

the RN achieved a very tant victory over Cornwall in the SWCC by 1-0.

Twenty minutes into the game Steve O'Neil took a corner on the left, which the goalkeeper punched clear. It fell to Steve Riley, whose left foot volley from the edge of the area flew nost the edge of the area flew past three defenders on the line.

Cornwall had the chance to level the scores in the second half when they were awarded a penalty for an alleged push in the area, but Andy Meeds brilliantly saved the resulting spot kick, diving to his left.

The Navy held out to earn their first victory against Cornwall in four seasons, and go to the top of their group in the SWCC.

Secure

Keen to maintain their 100 per cent record - 11 wins in 11 matches - the RN took on Somerset at Burnaby Road in the penultimate game in their section of the SW Counties competition A win would secure them a place in the final with a game to spare - and win it they did, 3-2.

Man of the match O'Neil caused the Somerset defence constant problems with his strong runs into their penalty area. It was no surprise when he was brought down in the 20th minute. Steve Riley converted the penalty awarded.

Ragged

Somerset upped the tempo and under the non-stop pressure the Navy defence became increasingly ragged and conceded the equaliser in the 43rd minute.

Somerset were clearly still on top as the second half began and it was against the run of play when the Navy went ahead; Russ Wilson finishing off one of the RN's few attacking moves with a low drive from close range. Confidence restored, the Navy related their best football of the

played their best football of the

PLACE IN FINAL ASSURED

their third goal. Somerset pulled one back, but couldn't keep the Navy from a 12th successive win.

As group winners the Navy will play at home at Burnaby Road in the final on either April 24 or 27. The remaining match against Devon will be played at Tavistock on March 25 at 1930.

Coming fixtures at Burnaby Road are March 3 (1100) Inter Road are March 3 (1100) Inter Services youth match v Army; March 6 (1930) Inter Services (seniors) v RAF and March 10 (1400) CSFA Youth v FA Colts XI. On March 20 (1930) the Army play the Navy at Aldershot; and on March 25 (1930) it's RN v Denon at Taxitock

Devon at Tavistock. Navy Cup semi-finals: March 13 CTCRM v HMS Neptune and HMS Sultan v HMS Excellent. March 27 Cup Final.

· As current Inter Service champions, the Navy side would particularly welcome support at their March 6 (home) and March 20 games as they battle to retain the title.

Three of the best



EX-ROYAL Marine Pete Goss (above) is to compete in the Vendee Globe Challenge, yachting's pre-mier single-handed, non-stop round the world race.

When it sets off from Les Sables d'Olonne, France, on November 3, Pete will be sail-

November 3, Pete will be sali-ing a 5.5 tonne, 50 footer, called Aqua Quorum. The yacht, under construc-tion in Plymouth, has been designed by Adrian Thomp-son and incorporates a revo-utionary swing keel

son and incorporates a revo-lutionary swing keel. Pete, who honed his sali-ing skills during nine years in the Corps, believes the com-pact craft will be a match for larger boats in the race. His courage in taking on the world in so small a vacht has world in so small a yacht has won him much support -plus £50,000 from the Found-

ation for Sport and the Arts. With more than 200,000 sea miles - including one cir-cumnavigation of the globe -behind him, Pete has earned many awards, including one from the RN Sailing Assoclation, recognising his exem-plary seamanship.



OF OVER 200 staff at the US Navy and Marines Corps Intelligence Training Centre in Dam Neck, Virginia, CPO(EW)(O) Gilly Gilchrist (above) has been named Junior (35 and under!) Athlete of the Year.

First non-US Serviceman to win the award, Gilly cap-tained the NMITC golf team, completed the USMC Marathon (during which he raised \$1,000 for British and US paralysed ex-Service person-nel), and won the base bad-minton competition, among other sporting achievements. Summer will see him complete his two-and-a-half years as an operational intelligence instructor at Dam Neck and bound for sea service on board HMS Illustrious.



LPT Glenn Miller (above) has won the Tyrwhitt-Bettridge Trophy, awarded annually to the PT judged to have done most to further physical, recreational and adventurous training within his or her unit. Glenn was singled out for the full and varied training he has laid on for HMS London's "fitties and fatties" during her Adriatic deployment.



NA(METOC) Dave Ball hands off an American challenge.

Americans trounced in Malta

AFTER seven weeks at sea in the Adriatic theatre, HMS London made a port visit to Malta. Football, hockey, cricket, tennis and golf

matches were all eagerly played, but rugby proved the real eye-opener. Opposition for the Type 22 frigate's XV was drawn from the 5,000-strong ship's company of

the USS America. The aircraft carrier was also on a routine visit to the island.

The Brits should have been completely wal-loped if numbers were taken into account - the carrier's ship's company equalled the popula-tion of three Maltese villages – but experience told and London won the game 44-3.

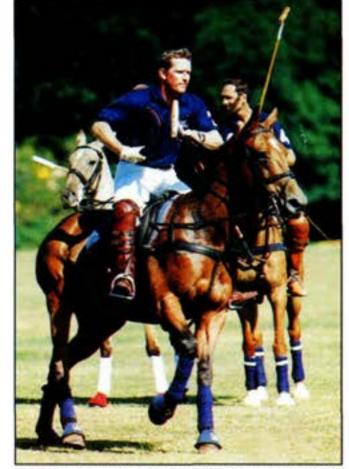
NEW STAND OPENED AT HMS DRAKE

A FOOTBALL match between HMS Drake and Britannia Royal College Naval was played under the new floodlights and viewed from the new stand at Drake's turf football pitch.

The new facilities, offi-cially opened by Flag Officer Plymouth, Vice Admiral Sir Roy Newman, means Drake now has floodlighting and 120-seater stands at both turf and astroturt pitches.

The improvements, to-gether with the new phys-ical training and recreati-ion centre, due to open in mid-October, will give the establishment and the South West the facilities needed to attract RN and other prestigious matches

and sports events. Meanwhile, the Drake v BRNC game, watched by members of the Devon Wednesday League com-mittee, was won 2-0 by the home side.



Mounted Marine: LCpl Grenville Waddington turns out for the Royal Navy in the annual match against the Army, the Rundle Cup, played at Tidworth. The Navy won 8-4 in 1995.

NAVY NEWS, MARCH 1996 35 RECORD CROWD EXPECTED AT ARMY v NAVY

WITH JUST weeks left until the start of the Navy's defence of the Inter-Services Championship at Twickenham, ticket sales indicate that a record crowd will be there to cheer on the Dark Blue, writes Cdr Jonathan Dingle.

The Army-Navy match, which kicks off at 1500 on Saturday, March 30, at the Rugby Football Union's wonderful new stadium, attracted some 15,000 people last year. This year up to 25,000 are expected.

Coachloads

RNRU secretary and ticket sales supremo Li Cdr Clive Lambshead, of HMS Temeraire, said, "It's fantastic! Everyone wants to be at the game. We have corporate hospitality, groups of schoolchildren, 50 or more coachloads from ships and establishments and thousands of ordinary rugby supporters,"

Ticket prices help explain this bought from the RNRU they cost just £10 for an adult, £5 for a

child under 18 and £20 for a fam-ily ticket for two adults and two children. These are for seats in the new East and West stands and compares with normal RFU prices of £28 for a ticket.

"The Navy's rugby is a good enough reason for going," said Clive. "The side has rarely played

Circe. The side has rarely played better and has had a string of exceptional performances and results in the build up. "But more than that, the day offers an England Students match against the Combined Services Under 21s, marching bonds, enormous social activity bands, enormous social activity in the West car park and the AFFAS competition for the best lunchtime gathering."

Anyone wanting tickets should ring Clive Lambshead on PNB 24193 (01705 724193).

Riders urged to give polo a chance. .

PERSONNEL at all levels are encouraged to have a go at the exciting sport of polo.

A number of introductory courses have been held success fully over the past few years by the RN Polo Association and the next is to take place at Tidworth, Hampshire, from April 8 to April 12. Basic polo instruction and an insight into the rules and tactics of this complex, contact sport will be given by an approved Hurlingham

Polo Association (HPA) coach. Those completing the course will be able to participate in RN polo events thoughout the sea-son at Tidworth, home of Combined Services' polo, where players of all levels of expertise are catered for.

The course, open to RN personnel and dependants, is sub-sidised by the Combined Services Polo Association and costs £175 per person. External applicants would be charged £250.

Service accommodation can be made available and polo kit

will be provided, but individual riding equipment will be required. Applicants should be at least competent riders - they should, for example, be able to gallop without thinking about it.

Stabling

Some RN polo players use their own horses, others rely on the Navy's ponies, which are sta-bled at Tidworth Park. The polo season runs from April to September and there are matches each week. Highlight of the season is the Rundle Cup, the annual Army-Navy match. Personnel interested in the

course or any other aspect of the sport should contact Lt Ian Annett, RNPA Secretary, Office of Flag Officer Surface Flotilla, 2-6 The Parade, HM Naval Base Portsmouth PO1 3NA, Tele-phone PNB ext 26526 or (BT) 01705 726526.

Nationwide call to Navy motorcyclists

A RECOGNISED Naval sports club, the RN Motorcycle Club exists to promote the cause of safe motorcycling in the Service and provides a focus for motorbike enthusiasts wherever they may be serving.

Since 1980 the club has had its HQ at the Grange, HMS Sultan, but there are also branches at Rosyth, Faslane, Yeovilton. Culdrose and Plymouth.

Membership stands at around 200 - the majority being in the Portsmouth area - and includes serving and retired RN personnel and affiliated civilians, plus families.

The club is active throughout the year, even in the depths of winter, and publishes a bi-monthly newsletter. There are regular social events, including barbecues, skittles nights, quizzes and treasure hunts, and a Rider of the Year trophy is awarded

RNMC is able to offer excellent rates on compulsory basic training and advanced training with its resident instructor, competition racing, motocross and trials, club discounts and a wealth of experience.

Two major events are held year - the Jack Tar Rally and the Round UK Tour. The former is usually held in July at Horsea Island and some 250 bikes take part.

Fund-raiser

The tour (in November) is a fund-raiser for the BBC's Children in Need Appeal. Over the past six years it has brought in £50,000 for the charity.

Club membership is growing with the resurgence of motorcycling as an alternative, efficient means of transport. Membership costs £10 a year. Contact the club on HMS Raleigh ext 41259/ 41264 (01752 811259) for details.



CPO(OPS)(S)(SM) Barry Bishop, a member of the Royal Navy Motorcycle Club, is currently rac-ing speedway for Peterborough second team.

NAVY NEWS, MARCH 1996

Two die in Harrier crash

TWO died when a Sea Harrier of 899 Sqn crashed in thick fog not far from Churchstanton, Somerset.

The pilot of the T-4 trainer from RNAS Yeovilton, Lt Cdr Mike Auckland, was killed with CPO Stephen Brookes while on a training flight. Earlier, an FA2 Sea Harrier

from HMS Illustrious crashed into the Adriatic while returning from an operational sortie over Bosnia

The pilot ejected and was recovered uninjured by a Sea King helicopter from the ship, then 30 miles north-west of Bari in Italy.

An investigation is being held.

Jutland man dies days after 100th

JUTLAND centenarian Fred Pedelty has died, less than three weeks after Navy News reported his 100th birthday, which he celebrated on February 4.

corated on February 4. Mr Pedelty was the last Jutland veteran who served in the seaplane carrier HMS Engadine during the battle. He died suddenly of a heart attack on February 18.

One of the youngest sailors to fight in the battle also died last month at the age of 94. Ernie Cross, an officer cadet in the battleship HMS Thunderer, joined the ship the night before she sailed to take part in the battle.

Later he served in HMS Cairo in the Gulf and on the China Station, before being invalided out of the Navy in 1921.

Wren killed on rail line

A WREN steward serving on board HMS Invincible was killed when she was hit by a train while on leave in the Isle of Wight.

WSTD Elizabeth Lancaster (25) died instantly on the railway line near Brading station at 9.15 pm on January 29. She was single and came from Sheffield.



PLEDGE OVER FISH PATROLS

NEW RULES governing fishing in the Irish Sea will be vigorously enforced by the Navy, said Fisheries Minister Tony Baldry during a visit to the fishery protection vessel HMS Alderney.

Baldry said that Mr although no Spanish trawlers had yet been seen in the UK waters of the so-called Irish Box, they would come at some stage - "but the Royal Navy will be there to ensure that they are properly policed

and the rules are obeyed." The Navy was the first line of defence against illegal fishing and had proved itself very effective many times over the years. "The concerns of British fish-

erhmen over access to the Box are understandable," he said. "However, I am confident that the Royal Navy and the Ministry's Sea Fisheries Inspectorate will vigorously enforce the rules "With vessels like the Alderney

on patrol, together with our sur-veillance aircraft, which make veillance aircraft, which make regular flights over the Box, it would be an extremely foolish Spanish skipper who deliberately tried to break the rules." Ships of the Fishery Protection Squadron have been patrolling the Box since January 1 when the new rules came into force permit-ting Spanish vessels greater

ting Spanish vessels greater

However, as there were no Spanish vessels being sighted in the Box, Alderney spent some of her time in the South West Approaches before taking a stand-off in Swansca.

During January, and in some very bad weather, she boarded a total of 32 vessels - British, Spanish, French and Belgian.

HEAD

Police seeking sword's owner

POLICE in Glasgow have asked Navy News for help in tracing the owner of a Naval officer's ceremonial sword

collection of weapons seized following a major investiga-tion in the city. The Wilkinson sword, worth £1,000, was one of five sold to retailers E. Owens of Plymouth on May 5, 1982.

Anyone with information is asked to contact Sgt Angus MacIver, or DC Sheila Gall-oway at Pollock Police Office, tel. 0141 883 0491. Enriched welcome

THREE Richmonds in Richmond – (I-r) the Mayor of Richmond, Virginia, Leonidas Young Jr; the Mayor of Richmond-upon-Thames Rob Young Jr Mayor of Richmond-upon-Thames, Bob Young; the Mayor of Richmond, Yorkshire, Katherine Carr; with the Commanding Off-icer of HMS Richmond, Cdr Andrew Underwood. The picture was taken by PO(Phot) Dizzy de Silva when the Richmond arrived in London to accept formal adoption by arrived in London to accept formal adoption by the borough of Richmond which in 1992 donated a Mayor's Audit coin to be placed beneath her keel when it was laid.

The adoption ceremony included a parade includ-ing the Royal Marines Band of Flag Officer Portsmouth, Sea Cadets, and residents of the Royal Star and Garter Home for disabled ex-Servicemen.

Renown makes her exit

HMS Renown, has become Britain's third Polaris submarine to decommission, haul-ing down her White Ensign for the last time at Clyde Naval Base on February 24. Renown will now join Resolution and Revenge at

Rosyth for eventual disposal, leaving Repulse to continue until later this year. Principal guests at the short

decommissioning ceremony were Lord Healy and Lady Healy, who when her husband was Defence Secretary, launched the boat in 1967.

Fall sailor out of hospital

THE SAILOR who suffered spinal injuries when he fell 20ft after a mast manning display has left Stoke Mandeville Hospital, Buckinghamshire, in a wheel-

chair. LS Paul (Tug) Wilson was paralysed from the waist down as a result of his injuries. He fell while descending a rope after standing at the top of the 90ft mast as the "button boy".

Invitation to Federation

TO MARK its fifth anniversary, the Federation of Naval Associations is inviting representatives of member and nonmember associations to its annu-al meeting at the Nautical Club, Birmingham on April 13.

About 50 associations are members of the FNA. Contact Chris Wilkinson, Membership Secretary, Federation of Naval Associations, 45 Kinross Associations, 45 Kinross Crescent, Great Barr, Birming-ham, B43 7PU.



A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy News

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf? The questions will be reprinted in Navy News for the appropriate month (March question shown here).

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question.

DO NOT SEND YOUR ENTRY IN YET?

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When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997 Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News, The first name drawn will receive a prize of £300. There will be a

prize of £100 for the second name drawn and eight further consolation prizes of £25.

March '96 So just for fun, test your knowledge of naval matters and win yourself a prize. Ques

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SKILL REWAR GIVEN GO From front page retained by a designation similar clusions have been reached in

several key areas and have been endorsed by Ministers. Proposals which have been agreed following nine months of deliberation by Service study

groups include: Development of a personnel strategy to be steered by top-level, tri-Service groups.

A revised three-stage career for officers.

A new job evaluation stem to be introduced system to before the end of this year.

•Greater equity of treatment between married and single personnel in the case of allowances and charges -although practical details will have to await further study.

The principle of a tri-Service agency to deliver pay. The arrangement could be in place by April next year.

Bett's proposals that the rates PO, CPO and CCPO be of PO. merged will not be implemented. However, the rate of Ordinary Seaman will be combined with that of Able Seaman (AB), perhaps within the next two years. Recognition of experience and

levels of competence will be



to the current 1st and 2nd Class. Possible merger of the Chief and Charge Chief rates will be

kept under review in the long term, and will not take place for at least five years.

The only other rank changes will be the phasing out of the five-star rank (Admiral of the Fleet) in peacetime, and conversion of commodore to substantive rank to which captains will be selected.

The revised rank structures will be supported by the new job evaluation scheme and the proposed new pay system under which each rank will have a related pay range with a number of incremental steps.

Progress up the steps will depend on time and experience, qualifications and skills, profes-sional and leadership courses sed, satisfactory ment.

Performance pay

There will be a "looser coupling" between rank and pay so that if individuals were doing their jobs to a high standard, but could not gain promotion because of a lack of roster vacancies, they could expect to receive a rise that would put them on a par with those on the bottom pay

The group which will steer the personnel stategy has already been formed and held its first meeting in December. Called the Finance, Planning and Management Group (Service Personnel), it is chaired by the Chief of the Defence Staff with all Service chiefs as members.

The Principal Personnel been retitled the Services Personnel Policy Board.

In a signal to Commanding Officers, the Second Sea Lord (Admiral Sir Michael Boyce), said that work towards a person-nel strategy has produced a set of guidelines which will serve as a common framework for all three Services

Commissions

On officers' careers, the Navy proposes a three-stage structure an initial commission of eight years for the Royal Marines and 12 for the RN followed by selective transfer to a career commission taking them to around the age of 40. Finally, there would be selection for a full-term commis-sion to 55.

For ratings, the success of open engagement has persuaded the Service that a two-stage structure is the better option.

This would mean an engi ment to about the age of 40 fol-lowed by selection for a second engagement to a normal retirement age of 55, which is unlikely to apply to those serving at prescnt.

Further work to agree career incentives is seen as a major prionity.

On pensions, Bett proposed that for those who join the Services in the future, payment of an immediate pension before the age of 50 should end. In his signal, Admiral Boyce said that any package of incentives designed to replace the immediate pension must be at least as effective in encouraging personnel to remain. "Work to produce a more flex-

ible package of bonuses, resettle-ment provision and other incentives related to training accreditation and job seeking, is being explored," he said.

School Allowance are being studied to ensure that it is properly targeted on to those who are gen-

highly-charged recommendation that free leave travel for Service personnel should cease.

Review, but this was not the case. needed to be re-examined . .

so far in the proposals that are emerging from the work of the various study teams, and although there are many areas which still have to be addressed, I and my Navy Board colleagues

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On the question of allowances, the detailed rules of Boarding

'Important work'

"I believe the RN is well placed

uincly mobile. Work will also progress over the next few months on pay-as-you-dime proposals over food charges, as well as the review's

Admiral Boyce said there had been some suggestion that the Services had rejected the Bett His work is an important catalyst to addressing many areas that

are content that we are moving in the right direction."

· Navy News will carry as interview with the First Sea Lord after the definitive announcement on the Bett Review is made in the summer.